MARCH 25, 1946
VOLUME 8, NUMBER 8

world WEEK

teachers edition

WORLD TRADE

A Forty Minute Lesson Plan

Key Topics

1. America's trade policies after World War I: how economic isolation leads to world depression and war.

2. How the U. S. and the other United Nations hope to secure lasting peace through world trade.

Key Questions

1. What is an "unfavorable balance of trade"? (When a nation's imports exceed its exports.) Why does this endanger a nation's economy? (It drains off money reserves.)

2. How did the U. S. after World War I try to protect American business from foreign competition? (By imposing high tariffs, such as the Fordney-McCumber in 1922 and the Smoot-Hawley in 1930.)

3. What effect did these tariffs have on our foreign trade? (Since foreign nations couldn't sell their goods to us, they had no money with which to buy ours.)

4. How did the U. S. try to rectify this situation? (By lending money abroad.)

5. What is the "gold standard"? (A yardstick to measure the value of one nation's currency in terms of the others.) Why did the nations go off the gold standard? (To lower the value of their money, to encourage trade.)

6. What weapons of economic war were used by the Nazis? (Development of substitutes to replace imports; barter trade; efforts to dominate economy of nearby nations.)

7. What pledge was made in the Atlantic Charter with regard to world trade? (That all nations should have access on equal terms to the world's trade and raw materials.)

8. How has Congress backed up that pledge? (By extending reciprocal trade agreements, lowering tariff barriers.)

9. What is the purpose of the International Monetary Fund? (To avoid gold shipments, currency devaluations, etc., thus stabilizing currencies.) How will it accomplish this? (By setting up a pool of world currencies from which nations with unfavorable trade balances may draw foreign exchange and repay when conditions improve.)

10. What is the purpose of the International Bank? (To assist, by loans, in rebuilding industry, agriculture and commerce in war-devastated countries.)

11. Why does the National Advisory Council urge approval of loans to Britain and other United Nations? (Because the International Bank will not be ready to meet foreign credit needs until the middle of 1947.)

Summary Question

Why does the United States' economic position make it imperative that we take the lead in rebuilding world trade?

Questions — Materials — Activities

MERCHANT MARINE (p. 3)

Questions for Rapid Check:

1. What proportion of the world's merchant fleet did the U. S. own at the end of World War II? (Three fifths.)

2. What is the United Maritime Authority? (An organization with overall control of merchant fleets of 18 nations.)

3. What form of transportation may soon compete with merchant ships? (Air transports.)

4. What has Congress decided to do with surplus Government-owned merchant ships? (Sell them to Army and Navy; to American operators; to foreign buyers.)

5. How does the U. S. Maritime Commission aid American ship operators? (Principally through subsidies.)

For Discussion:

1. Do you think that the Government should subsidize our merchant fleet? Would there be any advantage to us in allowing other nations to carry our overseas trade? Is a merchant fleet necessary for military defense?

2. What are the aims of the Merchant Marine Act of 1936?

3. How does the U. S.'s present position in the field of world shipping differ from her position after World War I?

For Further Reference:

"Merchant Marine: The Postwar Fleet, and The World View." *Fortune*, November, 1944, p. 105, December, 1944, p. 165.

"Ships and Men: Our Merchant Marine," *Building America*, Vol. VI, No. 2, Americana Corporation, 2 West 45th Street, New York, 30c.

This Time Let's Keep Our Merchant Marine, Westinghouse Electric Corporation, School Service, 306 Fourth Avenue, PO Box 1017, Pittsburgh 30, Pa., free. (A map showing essential world-wide trade routes is also obtainable from this company.)

The Merchant Marine and World Frontiers, by Robert Earle Anderson, Cornell Maritime Press, 241 West 23rd Street, New York 11, 1945, $3.00.

The following material is obtainable from: Education Section, Division of Information, U. S. Maritime Commission, Washington 25, D. C. Ask for Packet No. I on the U. S. Merchant Marine.

The United States Merchant Marine: A Teacher's Guide (for use in senior high school)

U. S. Merchant Marine at War

America Builds Ships

Bibliography

COMING NEXT WEEK

April 1, 1946

Labor Unions: How unions are organized, functions and duties of their officers, place in our society.

The Government Weather Bureau: National weather forecasting, by Creighton J. Hill.

Spain: The explosive situation caused by Allied hostility to Franco.

Africa Begins at the Pyrenees: The People of Spain, their Moorish background, resources and customs – a Know Your World feature.

Turning Points in World History: How Henry Ford put America on wheels with the system of mass production and revolutionized industry.

The following films are available free of charge except for return postage from the Maritime Commission.

A Ship Is Born, 16 mm., technicolor, sound, 20 min. Shows shipyards and ships under construction; type of materials required and their source; training of men to man ships.)

Tomorrow's Leaders of the Merchant Marine Cadet Corps, 16 mm., black and white, sound, 30 min. Training of Merchant Marine Cadet Corps.

Cavalcade of the Merchant Marine, 16 mm., black and write, sound, 20 min. History and development of the U. S. Merchant Marine.

The following is obtainable from Westinghouse Electric Corporation, 306 Fourth Ave., PO Box 1017, Pittsburgh 30:

Let's Keep Our Merchant Marine, 35 mm. slide film.

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WHERE MAPS ARE CREATED (p. 5)

Questions for Rapid Check:

1. What Government agency supervises charting activities along our seaboard? (U. S. Coast and Geodetic Survey.)

2. To what department of the U. S. Government does the Coast and Geodetic Survey belong? (Dept. of Commerce.)

3. Who directs the agency? (Rear Admiral Leo O. Colbert.)

For Discussion:

1. Name as many as you can of the agency's activities. Trace some of the historical reasons for its expansion.

2. What sort of facts are recorded on coastal charts? On aeronautical charts?

WORLD TRADE (pp. 6, 7)

For Further Reference:

"Bretton Woods or World War III," by Frank Gervasi, *Collier's*, June 2, 1945, p. 18.

"The American Tariff and World Trade," by Sumner H. Slichter, *Atlantic Monthly*, December, 1945, p. 61.

"Imports in the American Economy," by Percy W. Bidwell, *Foreign Affairs*, October, 1945, p. 85.

A Peace That Pays, by Thomas P. Brockway, Headline Series No. 48, Foreign Policy Association, 22 East 38th Street, New York 16, N. Y., 25c.

America's New Opportunities in World Trade, National Planning Association, 800 21st Street, N. W., Washington 6, D. C., 50c.

What Foreign Trade Means to You, by Maxwell S. Stewart, Public Affairs Pamphlet No. 99, Public Affairs Committee, 30 Rockefeller Plaza, New York 20, N. Y., 10c.

BITS AND PIECES (p. 9)

Questions for Discussion:

What is the meaning of the term "mass production"? What are its advantages and disadvantages, to the worker, and to the consumer? What were some of the first products to be made by mass production? Can you name any products still made by the old method?

CZECHOSLOVAKIA (pp. 14, 15)

For Further Reference:

"I Saw Czechoslovakia," by Nora Waln, *Atlantic*, February, 1946, p. 60.

"Czechoslovaks, Yankees of Europe," by John Patric, *National Geographic Magazine*, August, 1938, p. 173.

Czechoslovakia, by Jan Papanek, International Universities Press, 227 West 13th Street, New York 11, 1945, $2.00.

"The Czechs Take the Big Step," by Demaree Bess, *Saturday Evening Post*, February 23, 1946, p. 18.

"Czechoslovakia Challenges the Big Two," by Maurice Hindus, *Collier's*, December 15, 1945.

200-INCH EYE (p. 20)

Questions for Rapid Check:

1. Where is the world's largest telescope to be located? (Mt. Palomar, California.)

2. What leads scientists to believe that the universe is expanding? (Distant galaxies appear to be receding.)

For Discussion:

1. What are some of the difficulties involved in making the lens for the Mt. Palomar telescope?

2. A great deal of time, trouble and expense goes into the construction of such observatories as that on Mt. Palomar. What is their purpose? What do scientists hope to learn through them?

For Research:

Who invented the telescope? What did this invention have so much influence on the world of his time?

For Further Reference:

"The Exploration of Space," radio talk by Dr. Edwin P. Hubble, United States Rubber Company, 1945.

The Star-Gazer, by Zsolt Harsanyi, G. P. Putnam's Sons, New York, 1946, $2.75. (Fictionalized biography of Galileo.)

Key to "A Transportation Quiz"

I. 1-Land; 2-Shipping; 3-Britain; 4-Clipper; 5-Victory.

II. 1-b, 2-c, 3-b, 4-b, 5-a, 6-d.

Picture Quiz: A–1-Superior; 2-Michigan; 3-Huron; 4-Erie; 5-Ontario; St. Lawrence; B–Cargo; C–Merchant Marine Act.

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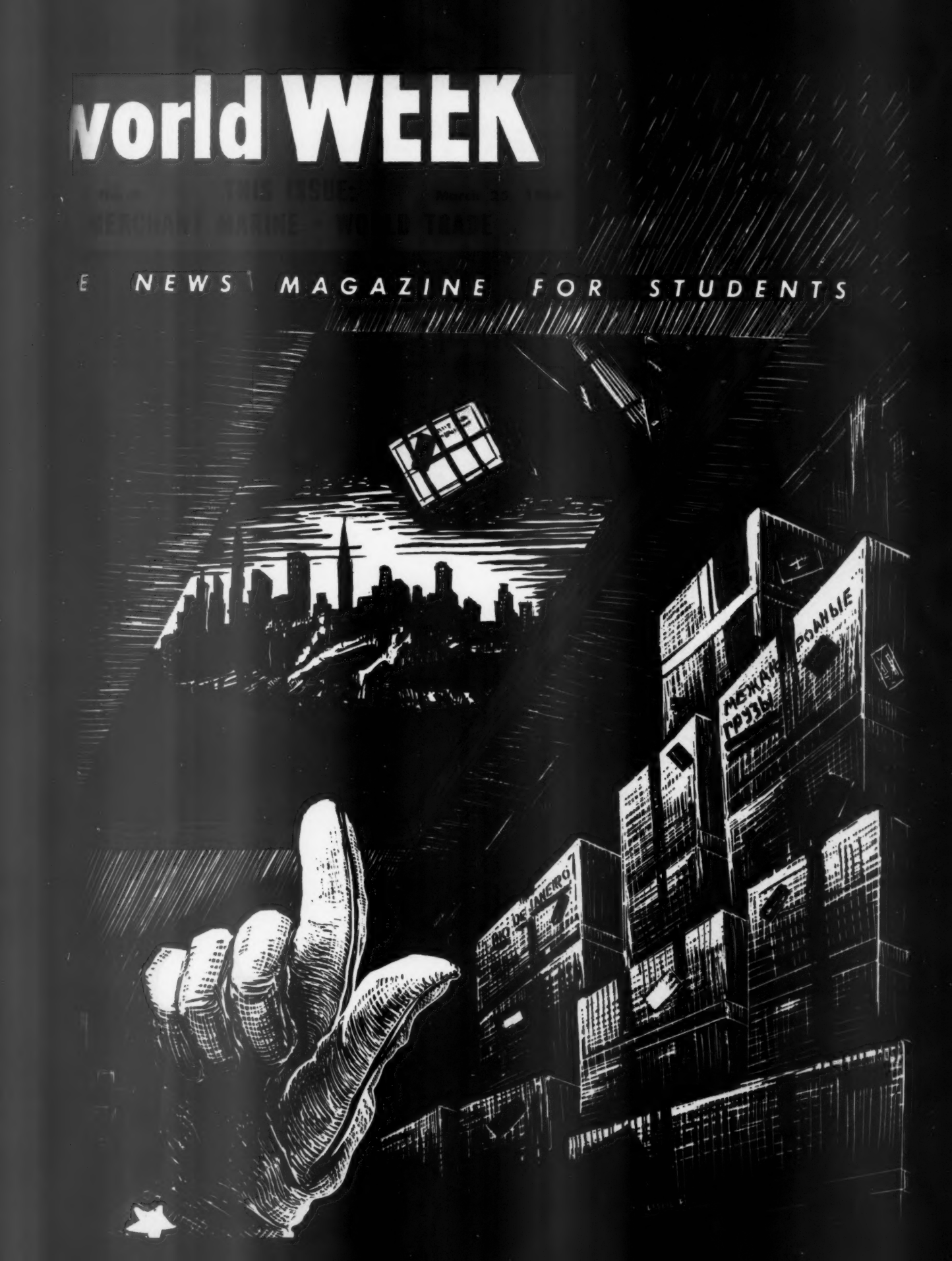
world WEEK

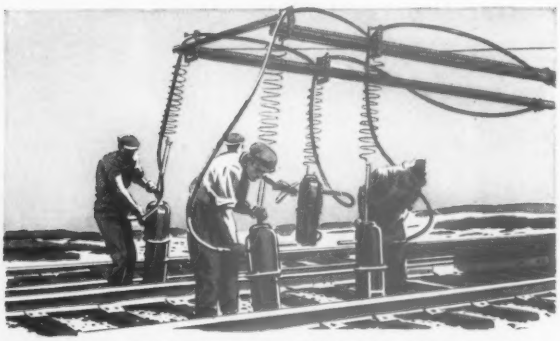
E NEWS MAGAZINE FOR STUDENTS



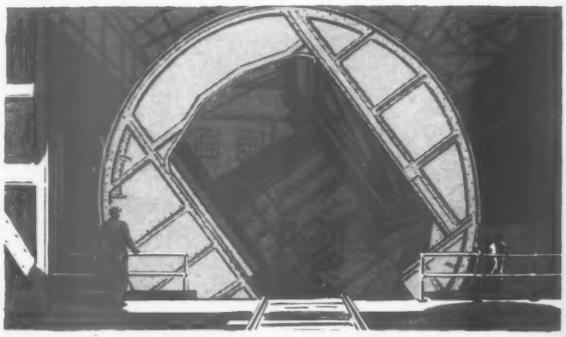
The Train that Keeps a Diary!

AN INGENIOUS "LABORATORY ON WHEELS"— TYPICAL OF THE FAR-REACHING, BEHIND-THE-SCENES RESEARCH THAT KEEPS AMERICA'S RAILROADS OUT IN FRONT.

THIS IS THE INSIDE OF A DYNAMOMETER CAR— SYMBOLIC OF THE INTENSIVE AND CONTINUOUS RESEARCH OF THE NATION'S RAILROADS. AS THE TEST TRAIN ROLLS ALONG, THE INSTRUMENTS IN THIS INGENIOUS "LABORATORY ON WHEELS" GATHER AND RECORD AUTOMATICALLY ALL SORTS OF TECHNICAL DATA ON THE PULL AND POWER OF THE LOCOMOTIVE, THE PERFORMANCE OF AIR BRAKES AND THE ACTION OF THE TRAIN.



RESEARCH SMOOTHS THE WAY FOR MORE COMFORTABLE TRAVEL. EACH "LEG," OR METAL SPRING OF THIS "FOUR-LEGGED HAMMER," DEVELOPED BY RAILROAD RESEARCH, DRIVES A PNEUMATIC TAMPING MACHINE FOR PACKING BALLAST ON ROADBEDS, TO GIVE YOU A SMOOTHER, MORE COMFORTABLE RIDE.



RESEARCH FINDS A WAY TO UNLOAD 80 TONS OF FREIGHT A MINUTE. AN OPEN FREIGHT CAR OF COAL IS BACKED INTO THIS DUMPER, TURNED "BOTTOMS UP," AND UNLOADED AT THE RATE OF 80 TONS A MINUTE. IN ANOTHER DEVICE JUST AS REMARKABLE, A CAR OF GRAIN IS TIPPED AND TILTED, THIS WAY AND THAT, UNTIL EMPTIED OF ITS CONTENTS.

• • •

AND HERE'S A RAILROAD FACT FOR THE YOUNG IN HEART: MOST YOUNGSTERS, AND LOTS OF FOLKS YOUNG IN HEART, HAVE WONDERED WHAT IT COSTS TO BLOW A LOCOMOTIVE WHISTLE. THE COST VARIES, OF COURSE, BUT ONE RAILROAD FINDS THAT THE AVERAGE TOOT COSTS ABOUT 1/3 OF A CENT.

RESEARCH KEEPS THE

AMERICAN RAILROADS

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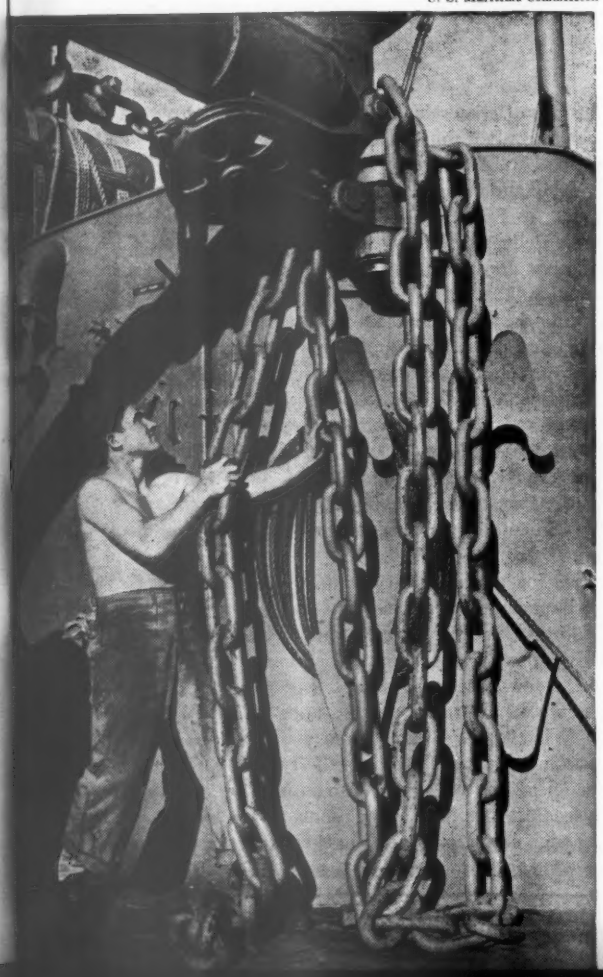


WHAT ARE WE GOING TO DO WITH IT?

THE ENGINES of the gray, salt-crusted Liberty ship slowly turned over for the last time. On deck, Chief Boatswain's Mate Mike Johnson made the stern hawser fast with a half-hitch. The freighter had docked in home waters, her war job well done. Mike had served with this 10,000-ton ship since early in 1942, when the first Liberty ships slid down the ways of American shipyards.

He remembered the determined months of the Battle of the Atlantic. The Liberty ships, with a top speed of only 11 knots, were known as "submarine bait" in those days. Mike figured he had been lucky. He was one of 250,000 U. S. merchant seamen. Six thousand of them had been war casualties – killed, missing or taken prisoners. Mike had been part of the team which delivered the goods to the world's battlefronts.

In more recent months, the freighter had carried food and machinery for Holland and Greece. And on this last homebound voyage, GIs had trooped aboard, rarin' to get back from overseas, even in the cramped hold of a Liberty ship.

To build the ships which Mike and his fellow merchant seamen sailed, American shipyards had performed miracles. Ten years ago, the United States merchant marine ranked behind the fleets of Britain, Japan and Germany. Now it stood first. More than 700,000 workers helped to turn out 5,400 ocean-going vessels – 56 million deadweight tons of shipping. ("Deadweight" means the cargo tonnage a merchant ship can carry.)

When the war ended, the United States owned three-fifths of the world's shipping. But this gigantic fleet, so vital in war, has become a first-class peacetime headache.

In the early 1800s, the days of the famous Clipper sailing ships, America was a strong, robust sea power. American vessels carried nine-tenths of our foreign trade. But from 1850 to 1917, our merchant shipping became more and more neglected. Most American exporters and importers used foreign ships. To meet the emergency they faced in World War I, a frantic shipbuilding program was started. But within a few years after the war, our merchant marine again began to decline. Other nations, able to build and operate ships more cheaply than we could, freighted most of the goods to and from our shores.

First Step – the Merchant Marine Act

The cheaper service of foreign nations brought savings to ourselves and to the customers who bought our goods. But the weakened strength of our merchant marine was dangerous to our national security. In time of war, we could not depend on the ships of other nations.

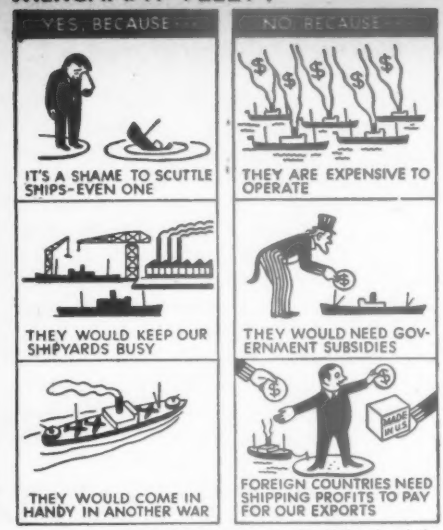
To meet our growing defense needs in the years just before World War II, Congress passed the Merchant Marine Act of 1936, the first truly national policy for our merchant navy. "It is necessary," said the Act, "for the national defense and development of foreign and domestic commerce that the United States shall have a merchant marine" which can perform these duties:

¶ It must be large enough to carry all of our coastal shipping. (Foreign vessels are forbidden to carry cargoes between U. S. ports.)

¶ It should also be large enough to carry "a substantial

He "delivered the goods." What will be his future?

SHALL WE KEEP OUR EXPANDED MERCHANT FLEET?


YES, BECAUSE
NO, BECAUSE
IT'S A SHAME TO SCUTTLE SHIPS-EVEN ONE
THEY ARE EXPENSIVE TO OPERATE
THEY WOULD KEEP OUR SHIPYARDS BUSY
THEY WOULD NEED GOVERNMENT SUBSIDIES
THEY WOULD COME IN HANDY IN ANOTHER WAR
FOREIGN COUNTRIES NEED SHIPPING PROFITS TO PAY FOR OUR EXPORTS
MADE IN U.S.

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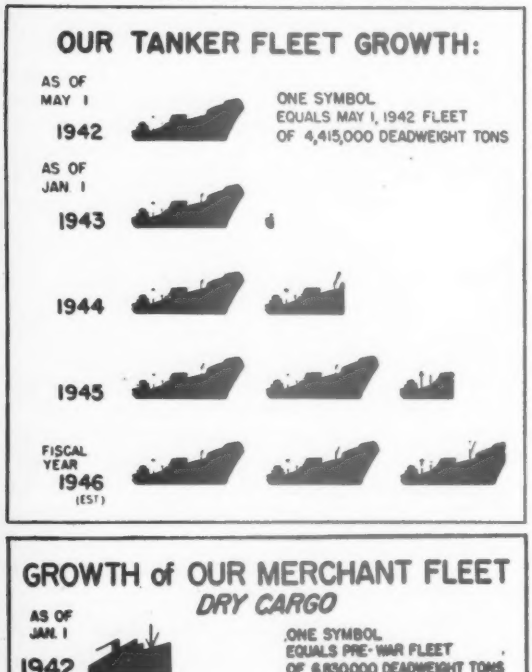

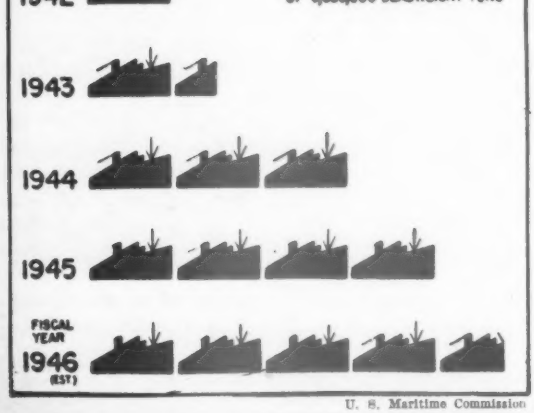

U. S. Maritime Commission

portion" of our export and import foreign commerce, and to maintain the trade routes for such shipping.

¶ For national defense purposes, the U. S. merchant marine should be owned and operated by American citizens, and be made up of the "best equipped, safest and most suitable types" of ships, built in the United States.

To carry out this progrm, the U. S. Maritime Commission was set up. The Commission promptly offered help to private ship operators to meet foreign competition and to help them maintain effective service on important trade routes. This was done mainly by offering financial assistance, in the form of *subsidies*.

Any ship operator could ask the Maritime Commission's help in getting a new ship built in an American shipyard. The Commission would pay the difference between the cost of building a ship in this country and the estimated cost if it had been built abroad. In addition, the Commission also offered to help the ship operator meet the higher costs of running his ship, since higher wages are paid to American seamen than are paid by other nations to their sailors. In return, the ship operator agreed to operate his ship over routes approved by the Commission. And if his company earned a large profit, he had to pay a portion of it to the Government.

The Maritime Commission, under the leadership of recently-retired Vice Admiral Emory S. Land, started with a goal of producing 50 ships a year for 10 years. It contracted with shipyards to build tankers and three basic types of freighters.

Birth of Liberty Ships

As the shadow of war came closer, the Commission realized that the merchant marine could play its part in national defense only if shipbuilding were speeded still further. A new type of freighter was needed, one which could be produced quickly and in large numbers. This is where the Liberty ship came in. Based on a British design, the first Liberty ships were delivered shortly after Pearl Harbor. Late in 1943, the Victory ships, slightly larger and faster, were put into production in place of the Liberties.

Shortly after the United States entered the war, a new organization – the War Shipping Administration – was set up to operate all American vessels. At the same time, America joined Britain to create the Combined Shipping Adjustment Board. This was succeeded in 1944 by the United Maritime Authority, with 18 nations participating. The UMA was given overall control of the activities of the member nations' vast fleet totaling 9,500 ships.

The authority of the UMA was scheduled to end March 2, 1946, but it was decided to keep it in operation on a limited basis for another eight months. This will enable the work of transporting UNRRA supplies to go on without interruption.

Individual ship owners naturally want to get their ships back into private operation as soon as possible. And Uncle Sam now has 4,750 ships, all built during the war, which he would like to get off his hands.

What will we do with our postwar fleet? Much of it, including most of the slow Liberty ships, will be sent to the scrap pile or will be put into an inactive reserve. This seems wasteful, but it is being done. There cannot possibly be enough cargo to require the continued use of all of our ships.

(Concluded on page 24)

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Where Maps Are Created

By CREIGHTON J. HILL

Our Washington Correspondent

EVERY motorist knows the value of road maps and information which enables him to know the distances between overnight stops, accommodations en route, and available short cuts.

This type of information is a convenience to the motorist. But it is a necessity to the mariner. Approaching land, following sailing routes along the coast, or entering harbors, the navigator – unlike the motorist – cannot see the road ahead. He does not know the underwater dangers to be avoided. Tides and ocean currents continually change the depth of water under the keel of his ship and deflect him from his course.

Solving these problems is the job of the Coast and Geodetic Survey office, which is under the direction of Rear Admiral Leo Otis Colbert. Its central office is here in Washington. An office in Manila covers the Philippines. It supervises charting on land and sea and publishes the results. These results are available to anyone, from the skipper of an ocean liner to some intrepid canoeist who wants to paddle from Maine to Florida.

Founded by Thomas Jefferson

The Federal agency which carries on the United States Coast and Geodetic Survey was organized in 1807, during the administration of Thomas Jefferson. It now operates under the Department of Commerce.

In President Jefferson's time, the Atlantic coast from Maine to Georgia constituted our entire seaboard. Demands upon the new Bureau grew as the nation's total area expanded. The addition of Florida and Texas, the Louisiana Purchase, the discovery of gold in California, the purchase of Alaska, the addition of Puerto Rico, the Canal Zone, Guam, the Hawaiian and Philippine Islands – have all increased the scope and importance of the Bureau's work. Today our seaboard has a shore line of 103,000 miles – more than four times the distance around the earth.

Surveys are carried out in some places more than 100 miles from land – to the edge of what is called the continental shelf. Modern depth-registering devices use the configuration of the ocean floor. These configurations tell the navigator as much as the landmarks he sees on approaching shore. The work of the Bureau is never finished. There are extensive sections along our coast and seaboard which are continually changing from both natural causes and the work of man. Frequent re-surveys are therefore necessary.

Harris-Ewing

Photoalidade enables topographic maps to be made from photos, eliminates use of instruments in field.

Magnetic Observatories

When Columbus discovered that his compass did not continue to point to the north as he crossed the Atlantic, his crew was frantic with terror. Today sea and air navigators are furnished with charts giving the variations of the compass for all places on the earth. Each nation contributes observations which help to fill in the magnetic picture. Representing the United States, the Bureau has made observations at more than 6,000 places throughout the United States and its territories.

The change in the earth's magnetism from year to year in the United States is determined by continual observations at five magnetic observatories. These are supplemented by short-period "repeat observations" at secondary stations in every state.

Keeping pace with the demands of modern transportation, the Bureau prepares and publishes aeronautical charts. These are compiled from the basic survey data of the Bureau, supplemented by the best topographical data available. These charts are arranged to be read easily by the pilot of a swiftly moving plane. They show altitudes, towns and cities, railroads, highways, streams, airports, lights, radio ranges and beacons, designated civil airways and obstructions.

Research on Earthquakes

When the Federal Government began to take an active interest in the economic aspects of the earthquake problem, the job of carrying out this program was placed in the hands of the Coast and Geodetic Survey. Seismographs were already in operation at its magnetic observatories, and hence the task was possible.

Earthquakes cannot be prevented, but precautions may be taken to avoid their maximum effect through the knowledge gained by these records. The subject is of rapidly increasing importance because of the growing density of our population and the amount of money represented in structures exposed to possible damage.

Admiral Colbert, the Director of the Survey, was born in Cambridge, Mass., in 1883. He joined the Survey the same year he graduated from Tufts College – in 1907 – and has been connected with the Bureau ever since. In his early years with the Bureau he accompanied various survey parties, later serving as chief of the parties. He has been in the Washington office since 1919. He was made Director of the Bureau with the rank of Rear Admiral by President Roosevelt on April 1, 1938.

"Trade wars" eventually breed "shooting wars." Free exchange of world's goods is U. S. goal.

Will World Trade Bring

OVER the seas, through the air and across the lands – cargoes of commerce again move between nations at peace. Food, industrial and farm machinery, tropical fruits, and luxury items are transported daily from country to country.

To the United States, trade with foreign nations is important in maintaining its high standard of living. To some countries, like England, trade with foreign nations is essential for their very existence. "Export or die" is the phrase the British use to describe the economic straits in which the war has left them. What they actualy mean is "import or die," since England must buy large supplies of foodstuffs and raw materials from abroad to feed her people and her factories. But a country cannot buy from other nations if it does not sell to them.

In deciding what it will sell abroad, a country is guided by what it can produce. Trade gives each nation a chance to specialize. Tropical countries have therefore specialized in coffee, tea, rubber, and fruits. France is famous for its wine and perfumes. Holland is known for its lace, while England exports great quantities of woolen goods. The United States sells cotton, tobacco, automobiles, and manufactured goods. Foreign trade allows each nation to benefit from the natural resources of all the countries of the world.

Growth of Trade Barriers

There was a time when natural barriers such as oceans and mountain ranges stood in the way of trade between nations. Man has conquered these barriers with his locomotives, trucks, steamships, and airplanes. But he has also set up his own barriers to world trade – fences called tariffs, preferential agreements, exchange controls, and cartels.

To understand how and why these barriers grew, we must first see what happens when two nations trade their products. Suppose a merchant in London, Mr. A, agrees to sell 1,250 pounds worth ($5,000) of wool cloth to Mr. X, an importer in New York. Mr. A wants to be paid in English pounds rather than in U. S. dollars. He could not use U. S. dollars to buy goods in English stores.

At the same time, Mr. Z, a merchant in New York, sells $5,000 worth of typewriters to Mr. B, a London importer. Mr. Z wants to be paid in American dollars. That is the only kind of money he can use.

Through banks in New York and London which exchange foreign currencies, Mr. A gets his pounds and Mr. Z gets his dollars. The London bank collects the 1,250 pounds which Mr. B pays for the typewriters. It gives the money to Mr. A. The New York bank uses the $5,000 Mr. X paid for the wool cloth to take care of Mr. Z. No actual money needs to cross the ocean.

Debtor and Creditor Nations

Trade between countries seldom comes out as even as this, however. Merchants in England may buy more goods from America than Americans buy from English exporters. The English banks then would not have enough dollars to their credit to pay the American merchants. Unless England acquired dollars from other sources, such as money paid for carrying American goods on English ships, she would have what is called an "unfavorable balance of trade."

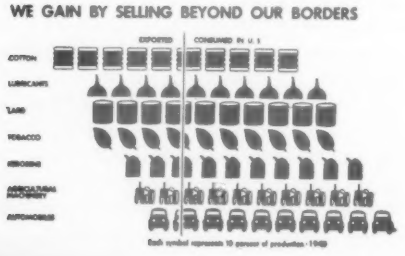
In order to buy American goods, England would have to borrow dollars from the United States or ship part of her gold reserves to this country in payment. Or she might decide to limit the amount of goods her merchants can import until the exports catch up and the dollar credits accumulate.

Multiply this situation 50 or 60 times, for there are that many nations carrying on trade with each other at the same time. You can see how trade would be hampered if the United States had to cut down its imports from France, Russia, and China to accumulate francs, rubles, and yuan.

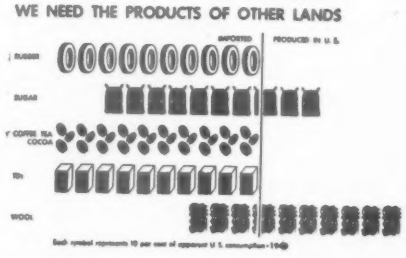
Such a situation would have been harmful to the United States when it was building up its vast industries in the 1800s. We depended on foreign countries for a large part of our manufactured goods. If European nations had not accepted our farm products in return, we would not have been able to pay for essential imports. Because we also had to repay European nations the money they had loaned us to build factories, we exported more than we imported. We were then a debtor nation.

To aid the Allies during World War I, however, we gave

U. S. Maritime Commission



U. S. Maritime Commission



World Peace?

- Maritime Commission

In 1939, last peace year before World War II, world's foreign trade was $46,100,000,000.

them large credits to buy war goods. The United States became a creditor nation. Other countries owed us more than $10,000,000,000.

When we had owed Europe money, we paid our debts by selling them goods. Now that the situation was reversed, instead of making it easier for Europe to sell us goods, we make it harder. Large groups in American business, agriculture, and labor felt that we must "protect" American profits and employment. It was argued that by keeping out cheap foreign goods that would undersell American products, we would protect the high wages of the American worker. We therefore put high tariff rates, or taxes, on foreign goods. The Fordney-McCumber tariff of 1922 raised the duties on imports to an average of 35 per cent. This tariff wall kept foreign goods out of the country, but it also caused other nations to reduce their purchases from American business.

In order to provide markets for our goods abroad, we lent European countries the money to buy them. Such a makeshift solution could work only if we continued to lend money. We stopped lending when the depression of the 1930s hit America. Our whole foreign trade collapsed.

Instead of realizing the error of our ways, we again raised the tariff in 1930. The Smoot-Hawley Act boosted duties to the all-time high of 47 per cent.

In an attempt to balance their accounts with us, England, France, Germany and other countries shipped us gold. The world was then on the gold standard. That means that gold was used as a "yardstick" to measure the value of one nation's currency in terms of every other nation's money. Many European countries now decided that they could improve their trade positions and save some of their gold by lowering the value of their money. This would make their money easier to obtain, and they reasoned that other countries would be encouraged to buy their goods.

Practically every country went off the gold standard in the early 1930s. In 1934, even the United States reduced the exchange value of the dollar to make it equal about 59 cents in terms of foreign money. Because each nation competed in devaluing its currency, no one was really any better off. To even the score with us for the Smoot-Hawley tariff, other countries raised their duties to keep our goods out.

The result was that world trade became completely upset and grew smaller and smaller. The depression set in. While millions went without enough food and clothes, Brazil dumped millions of pounds of coffee into the sea rather than sell it at ruinously low prices. Britain cut down her output of textiles. The United States destroyed part of its cotton supply, killed pigs, limited the amount of wheat which farmers could grow, and in other ways cut down production.

In this atmosphere of unemployment and uncertainty, the dictatorships of Hitler and Mussolini were able to gain a firm foothold. New weapons of economic warfare were used by Hitler in his effort to make Nazi Germany self-sufficient. Substitutes were developed to replace imports. Those goods that Germany did buy came only from countries which were willing to buy German goods in return. Germany forced these countries to take goods they did not want or need.

Breaking Down Trade Barriers

This was how countries battled until the shooting war began in 1939. Now that World War II is over, the world has a chance to mend its economic ways. Just as the United States has been a leader in working for the establishment of the United Nations Organization, it has also pointed the way to economic internationalism.

The first blow at trade barriers was struck as far back as 1934. In that year, Congress passed the Reciprocal Trade Agreements Act. This made it possible for the United States to work out two-way trade agreements with other countries under which each nation would agree to cut its tariff rates. The President had the power to cut existing tariffs in half. Twenty-seven tariff-cutting agreements, most of them with Latin American countries, were negotiated. When Congress renewed the Trade Agreements Act last spring, it gave the President power to cut existing rates an additional 50 per cent. This means that some tariff rates can be reduced by a total of 75 per cent of the rate in effect before the Reciprocal Trade Agreement was negotiated.

By extending these reciprocal agreements, Congress gave the world a concrete sign that the Unites States was sincere in all its speeches about working for increased world trade. The first statement of that aim was in the Atlantic Charter,

issued by the late President Roosevelt and former Prime Minister Churchill in August, 1941.

The Atlantic Charter pledged the United States and Great Britain to work for the right of "all States, great or small, victor or vanquished" to access on equal terms to the world's trade and raw materials. Article VII of the Lend-Lease agreement with Britain, signed in February, 1942, also commits our country and the United Kingdom to work for "the elimination of all forms of discriminatory treatment in international commerce."

Machinery for International Trade

Proof that at least 35 nations of the world are willing and anxious to promote international trade can be seen in the meeting that began at Savannah, Georgia, on March 8. There the International Monetary Fund and International Bank

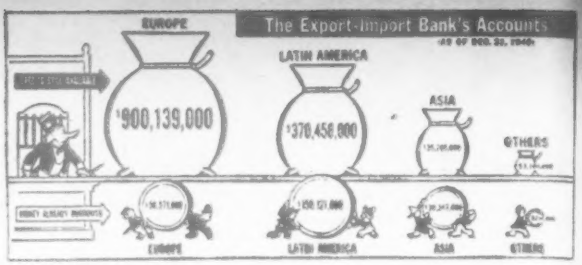
WE LEND MONEY TO OTHER NATIONS SO THAT THEY CAN PRODUCE MORE
I'LL LEND YOU THIS MONEY
NOW YOU CAN BUY MACHINERY
BUT IF WE DON'T BUY THEIR PRODUCTS THEY MAY BE BANKRUPT AGAIN
WILL YOU BUY MY PRODUCT?
NO, I DON'T NEED IT
THIS IS THE INTEREST ON THE LOAN
HOW ABOUT THE PRINCIPAL?
HOW CAN I PAY IT BACK?
AND WE MAY BE LOSERS TOO

Graphic Associates for Foreign Policy Association, Inc

tor Reconstruction and Development became going concerns. These organizations were planned by 44 nations at Bretton Woods, New Hampshire in July, 1944.

Through the machinery of the Monetary Fund, the world hopes to avoid the currency devaluation and other dangerous measures used so commonly in the 1930s. It sets up a pool of world currencies from which a nation can draw the foreign exchange it needs if its imports exceed its exports. This nation then deposits an equal amount of its own currency with the Fund. As soon as it brings its exports and imports into better balance, it repays to the Fund the foreign currencies which it borrowed.

The International Bank will help world trade by assisting in rebuilding industry, agriculture, and commerce in war-devastated countries. With the money contributed by member nations, it will guarantee loans and make direct loans. For example, the Bank might guarantee a loan of $5,000,000



Illustrations in this column reprinted from the United States News, an independent weekly magazine on national affairs published at Washington, D. C. Copyright, 1946, by the United States News Publishing Corporation.

to a shoe manufacturer in Czechoslovakia who wants to buy machinery and other equipment to rebuild his bombed-out factory. The shoe factory will provide employment for workers in Czechoslovakia, who will thus have more money with which to buy foreign goods.

Not until the middle of 1947, however, will the International Bank be ready to meet the credit needs of foreign governments. In the meantime, these countries are looking to the United States, now the world's only large creditor nation, to help them get back on their feet. We have already signed an agreement with Great Britain to advance them a credit of $3,750,000,000. Congress is now debating whether to authorize this loan.

What the Loan to Britain Would Do

President Truman, Secretary of the Treasury Vinson, and others who endorse the loan to Britain maintain that it is in our country's best interests. If the loan is authorized, Britain has agreed to relax within a year its trade controls which give preferences to Australia, India, and other members of the British Empire.

The National Advisory Council on International Monetary and Financial Problems set up by Congress last July, has urged approval of the British loan. It also recommended that our Export-Import Bank lend a total of $3,250,000,000 to France, Russia, and other needy nations.

Our country is not just playing Santa Claus in preparing to make these loans. America's productive capacity increased greatly during the war. We need foreign markets for our surplus products. We have also learned from sad experience that we cannot carry on a healthy trade unless we are willing to buy the products of other nations.

Through an International Trade Organization, which our State Department plans to set up this summer, it is believed that great progress will be made in freeing world trade from excessive barriers. It is hoped that eventually all of these international economic organizations will function under the UNO.

Sam Burger, Editor

The *SIMPLI-FLY* control

EVERY now and then, light plane pilots become really excited about a new ship. The plane now in the limelight wherever private pilots gather is Culver's new Model "V," a two-place high-speed plane which may make aviation history.

Why all the raves about the Model "V"?

Well, just imagine a sleek low-wing monoplane with a top speed of better than 140 m.p.h., and a cruising range of 720 miles. Sounds like a hot ship for a light plane pilot to handle, doesn't it? But suppose you were told that you could fly this plane as simply as you drive a car – that the Culver "V" is the only plane in the world with a gear shift. Low gear in the Model "V" means take off and –

But, whoa! Let's start at the beginning.

During the war, the Army asked Culver to build fast little target planes on which Yank ack-ack gunners could practice. Since these planes would be torn apart by a hail of anti-aircraft shells and machine gun bullets, they could not be flown by a human pilot. Therefore, they had to be controlled in flight entirely by radio.

Culver engineers designed the now famous PQ models. These planes were not mere toys. They were small, fast aircraft which performed every flight maneuver entirely by radio control – taking off, climbing, diving at the gunners, and finally landing, if they were still in one piece after being fired upon. The PQs were designed so that they could not stall or spin easily. If a radio-controlled plane goes into a spin, it cannot be brought out of it.

These anti-stall, anti-spin characteristics have been built into the Model "V." But most important, the success of the PQs taught Culver that the operation of an airplane could be made automatic. The result of this knowledge is the new Simpli-Fly Control, which makes the Model "V" one of the most amazing light planes ever built, and by far the easiest to fly.

Like Shifting Gears

Until recently, there was no substitute for pilot experience. But in the new Culver "V," this pilot-experience has been built right into the airplane. With Simpli-Fly control, the airplane does just what a highly trained pilot would do by coordinating aileron, flap and elevator. Thus a pilot with only five hours flight time can handle the Culver "V" with all the skill of a veteran pilot.

Culver Aircraft photos

The Culver "V" is a low-wing job featuring retractable landing gear.

What is Simpli-Fly control?

From the pilot's standpoint – his seat in the cockpit – it consists of two elements – a flight control wheel, and a flight dial. (See illustration below.)

When a pilot wants to take off, he simply turns the flight control wheel until the pointer on the flight dial is set at TAKE OFF. This automatically trims the airplane for the best take-off possible. The pilot then advances the throttle, which lights up the UP or POWER-ON side of the flight dial. The plane roars down the runway and when it has gained flying speed it takes off automatically. There is no need to worry about stick pressure, or length of take-off run.

Once the plane is airborne, the pilot turns the control wheel until the flight dial reads CLIMB. Now the Culver is climbing at its best rate of climb. You don't have to worry about whether the climb is too steep, or worry about losing air speed and stalling out. The plane will climb perfectly.

A third turn of the control wheel sets the flight dial at CRUISE. This trims the plane for its fastest cruise – and maintains altitude at a given throttle setting.

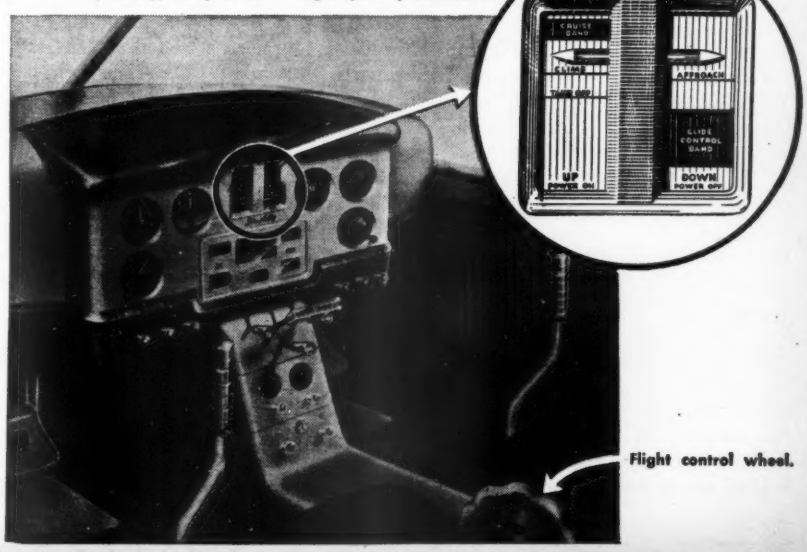
Making a Landing

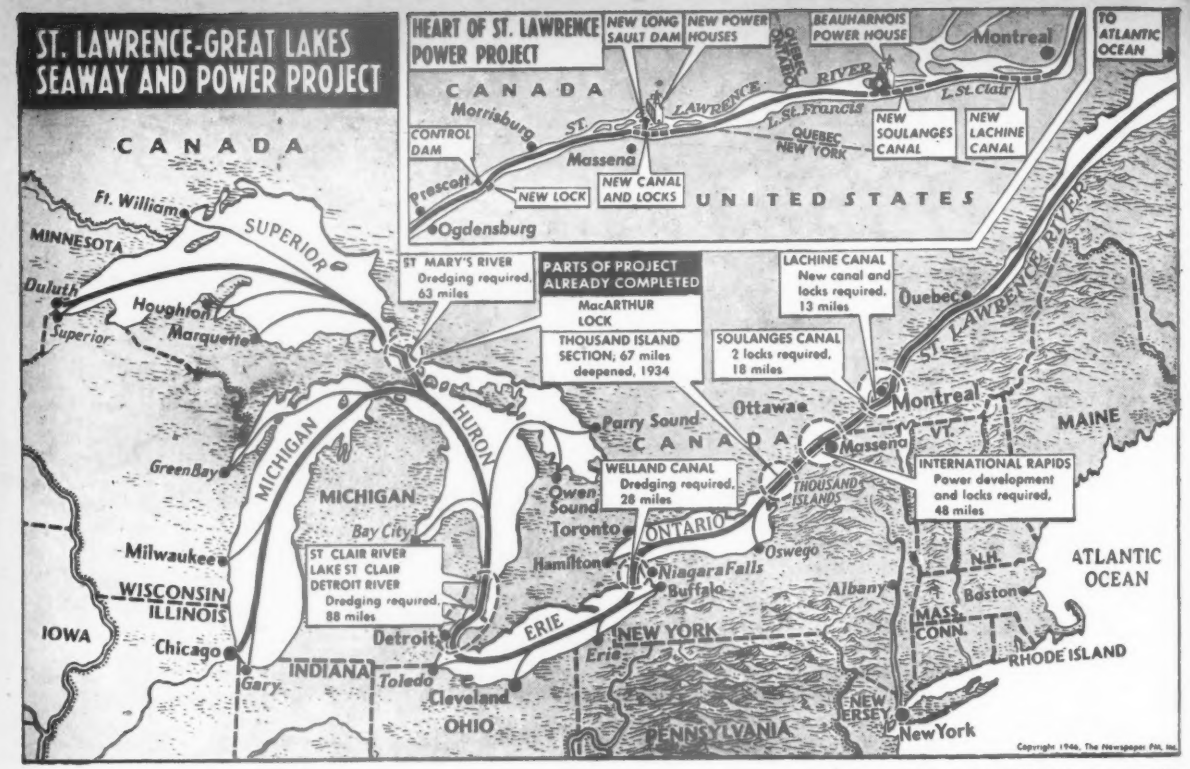
After you get where you're going, you want to come down. When you cut your throttle, the DOWN or POWER-OFF scale lights up. You turn the control wheel until the dial reads APPROACH. This trims the airplane for its flattest glide. Now for the landing. You turn the flight control wheel until the dial reads GLIDE CONTROL. This automatically gives you the proper flap and stabilizer setting, and because the center of gravity is forward, the airplane sets down for a landing.

Each time you turned the control wheel it was like shifting gears. TAKE OFF corresponds to low gear on a car. CLIMB is second gear. CRUISE is equivalent to high gear. APPROACH is throwing out the clutch. GLIDE CONTROL is putting on the brakes.

It sounds simple – and it is!

Cabin of Culver Model "V" showing flight dial (circled) and flight control wheel. Both are part of Simpli-Fly system which makes the new Culver "V" easy to fly, in spite of its high speed performance.





Map copyright 1946 by The Newspaper PM

Battle of the St. L

THE "geography" of the United States may soon be changed by Congress. It is within the power of our national legislators to give the continental United States a "fourth seacoast" – in addition to the Atlantic, the Gulf of Mexico, and the Pacific. This man-outdoing-nature scheme is known on the Congressional calendar as the "St. Lawrence Seaway and Hydroelectric Power Project."

The name does not quite explain the purpose of the project. It calls for deepening the St. Lawrence River and constructing new locks and canals that would make the Great Lakes accessible to ocean-going vessels.

This revolutionary project would open a 2,500-mile highway for deep-sea ships from the Atlantic to the heart of the continent. Inland cities – like Duluth, Milwaukee, Chicago, Detroit, Cleveland – would become "ocean ports." It would bring the benefits of low-cost transportation to the grain growers of the Dakotas, the automobile makers of Michigan, the dairy farmers of Wisconsin.

The biggest job is deepening the channel between Montreal and Ogdenburg – a distance of one hundred miles – from 14 to 27 feet. Actually, there are only 48 miles in the 100-mile stretch that will require the dredging.

But this is only one phase of it. The project will also harness the rushing waters of the St. Lawrence – the "greatest unused natural resource of America." It provides for the erection of a huge hydroelectric plant – the largest in the world – capable of generating 1,614,200 kilowatts of power. This is equivalent to 2,200,000 horsepower, a greater total than all the TVA dams combined.

The proposed hydroelectric power plant at Massena, its backers assert, would save the state of Vermont one half the money it now pays for electricity – or about $3,000,000 a year. And New York State's power and light bill would be cut by about $153,000,000.

At this point, the natural question is – how much will all this cost? According to estimates made by Army engineers, the United States' share of the cost will be $277,056,515 – of which New York State would put up $93,000,000 in return for controlling the power distribution. Canada's share is estimated at $144,418,000. It is smaller because the Dominion Government has already constructed some of the works needed for the project, such as the Welland Canal, between Lakes Erie and Ontario, which was completed in 1932 at a cost of $131,900,000.

The history of the project goes back five decades. Both Republican and Democratic Presidents have favored it. Even Calvin Coolidge, who was hardly a spendthrift, told Congress that the plan was "not incompatible with economy." In 1941, a U. S.-Canadian seaway agreement was signed by the two countries. This agreement was twice defeated in Congress. Recently, another bill was introduced by Representative William Pittinger, Republican of Minnesota, to make the tentative 1941 agreement effective.

In one respect, the St. Lawrence Seaway has created an unusual political controversy – it has split the ranks of labor, of capital, and of both major parties. On the next page are the main arguments – pro and con.

St. Lawrence Seaway

Arguments for the Seaway

Lined up on the "pro" side is an imposing array of Government officials – both Democratic and Republican. They include President Truman, the governors and senators of the Midwestern States, New York's Governor Dewey and Senator Wagner (but not Senator Mead who is from upstate New York). Spearheading this campaign is hard-hitting Senator George D. Aiken of Vermont.

Detroit's Mayor Edward J. Jeffries, a staunch supporter of the Seaway, points out that the eleven Great Lakes States produce 37 per cent of the country's wheat, 50 per cent of its packed meat, 67 per cent of its corn, and 75 per cent of its steel. "The Middle West," he says, "is the workshop of the world, yet it is without a highway to the world." He estimates that automobiles could be moved by water from Detroit to foreign countries at savings of from $10 to $40 per car.

Similar pleas were presented before the Senate Foreign Relations Subcommittee hearings last month. Under Secretary of State Dean Acheson stated that the Army and Navy Joint Chiefs of Staff favor the seaway program in the interest of national security and the further development of the Middle West industrial region. Chairman Edward Macauley of the Maritime Commission testified that the Seaway would enable us to realize "the full maritime potentials of the nation."

Chairman Leland Olds of the Federal Power Commission pointed out that low-cost St. Lawrence power could be supplied to industrial areas in New England, New York State and portions of Pennsylvania and New Jersey. And Secretary of Commerce Henry A. Wallace maintained that the project would benefit the whole country by promoting healthy world trade. It would also, he said, provide jobs for 20,000 construction workers for a period of four years.

Dismissing the objections of railway owners, advocates of the Seaway recalled that the railroads had once opposed the building of the Panama Canal. James Hill, one of the rail magnates of the time, had predicted that the Panama "Big Ditch" would be so useless that it would be good only for growing water lilies.

Arguments Against the Seaway

Who is opposed to the St. Lawrence project? First, the private utility people object to the use of taxpayers' money for enterprises which compete with private business. Next come the coal interests – both operators and miners. Hydroelectric power, they fear, represents a serious threat to coal markets.

Then there are the railroads. They understandably are bitter-end opponents of the Seaway, since it would mean considerable loss of traffic to them. Here, again, there is a "united front" between the owners and the railroad labor brotherhoods.

Finally, another course of Seaway opposition lies in the coastal ports, such as Boston, Baltimore, New Orleans. They handle most of the Midwest trade to and from foreign countries. They are naturally "agin" any plan which would undermine their present trans-shipment business. In a similar class is the city of Buffalo on Lake Erie which is the transfer point from lake steamers to railroads and vice versa. Senator James Mead of New York spearheaded these arguments.

For five days last month numerous witnesses opposed to the St. Lawrence project testified before the Senate Foreign Relations Subcommittee. Among the plan's critics was Walter P. Hedden, an official of the Port of New York Authority. He maintained that the Seaway would increase rather than decrease transportation costs. It would also, he said, add greatly to the burden on New York and New Jersey taxpayers, who would contribute $5,000,000 a year to operating and maintenance deficits.

Another adverse witness, Professor E. M. Borchard of Yale, brought up the point that "no competent ship operator, to my knowledge, believes that domestic freight from the Great Lakes to the seaboard can be handled more economically in large ships a distance of nearly 2,300 miles than in medium-sized motor ships on a 750-mile route."

There was also a businessman from New York City, James W. Danahy, vice president of the West Side Association of Commerce. He contended that the Seaway project if approved would materially reduce the economic importance of New York City and thus the business of the whole country, because New York was the largest customer of all the States.

Still other witnesses called attention to the fact that from December to May the St. Lawrence is blocked by ice.

This, then, is how the arguments stack up on both sides. It will be up to Congress to decide if it wants to make history and . . . remake geography.

Pros and cons on project which opens Mid-West to deep sea traffic

International News

Senator George Aiken, Vermont

Harris-Ewing

Senator James Mead, New York

COMMERCE takes to the

Pan-American Airways

It costs less to go by air than by rail, lower berth.

FLASH! World's first air freight flight. Sixty pounds of blue necktie silk flown from Dayton to Columbus, Ohio. Time: 1 hour 6 minutes. Year: 1910.

Stand on an airfield near Salinas, Cal., today, and that 1910 record seems as old-fashioned as the Stone Age. A truck drives onto the field and backs up under the tail of a waiting "Packet" – a Fairchild C-82 cargo plane, the "flying car." A ramp in the rear belly of the plane lowers until it is level with the open back door of the truck. Two men shove packages quickly along the ramp from car to plane, stacking them in what look like huge clothesbags along the inner sides of the plane. The packages are filled with gardenias, freshly picked. The "clothesbags" are floral iceboxes, kept cold with dry ice.

When the flowers are safely stowed away, another van rolls up to the Packet's ramp, discharges crates of grapes, strawberries, avocado pears, and vegetables fresh from the orchards and truck farms of lush San Joaquin Valley. The food is piled into a specially cooled, thermostat-controlled compartment in the plane's cavernous interior. Then the ramp is lowered to the ground, and two tractors are driven into the plane. Several pounds of machine tools follow, and an autogiro arrives with some snake vaccines to go aboard.

Long Distance Deliveries in Few Hours

The ramp is closed, the propellers spin, and the big transport is off. In six hours it will discharge the vaccines and machine tools at Salt Lake City. In nine hours more it will deliver the rest of its load in snow-bound Chicago. In another two hours a Chicago housewife will be serving a meal with fresh California artichokes, and some lucky Chicago girl will go to a dance with a giant California gardenia pinned to her evening wrap.

Such air cargo service is in operation right now. The main advantages of shipping freight by plane instead of by railroad are that it saves hours of time and eliminates the need for scattered warehouses. Produce can be flown quickly from a central warehouse directly to markets anywhere. Excellent cargoes for air shipment are perishable foods, emergency goods such as medicines and essential machinery, high insurance cargo such as jewels, and time-value freight such as the latest newspapers and fashions.

But there's a large cloud on the air-cargo horizon – the cloud of cost. The railroads make their big money not on passengers but on freight, for which they charge an average of two cents a ton per mile. The airlines make their profit on passengers rather than on freight, for the lowest they've been able to charge for freight is about fifteen cents a ton mile. However, the airlines think they can handle about 10 per cent of the freight now carried by railroads. They also believe they can handle 40 per cent of all rail express cargo, all first-class mail over 400 miles, and 80 per cent of all parcel post. You may be able to send all mail by air for the usual 3¢ an ounce postage.

Airlines by Air Force Veterans

However, this 10 per cent increase in air cargo is not much. Be sure to warn any ex-Air Force man you know who is planning to start a cargo air route. There are about 350,000 Air Force pilots and only about 5,000 pilot jobs open in the big airlines. Therefore, hundreds of veterans are thinking of buying a cargo plane and flying freight routes. They generally hope to fly non-scheduled routes. To fly a scheduled line means getting a permit from the Civil Aeronautics Board. Hearings before CAB may last up to two years and cost $75,000.

Some veterans are lucky. Seven Flying Tigers (volunteer flyers in China early in the war) organized the National Skyway Freight Corp. They offer 24-hour delivery anywhere of anything from fish to pianos. But most veterans find themselves in the position of two ex-Army pilots who saved $16,000 with which they bought two surplus planes. They fly a San Antonio newspaper to subscribers in the Rio Grande valley. They make only about $40 a day, which barely pays expenses.

America has taken the lead in weaving global air-nets around the world

AIR

PASSENGERS, in capitals — that's the word which spells the future of the airlines. Cargo transportation amounts to only three per cent (this may be 12 per cent in the next five years) of the airlines' yearly mileage. Mail amounts to but eight per cent (this may go up to 10 per cent in the next five years). But the bulk of the airlines' business will be with passengers.

Increase in Passenger Traffic

There has been a large increase in railroad passenger traffic since the war. The volume of railroad traffic may soon drop back to what it was in 1941. The airlines will probably get most of today's railroad Pullman travel and first class ocean liner traffic.

What will the new planes be like? They will be speedy, swanky, and comfortable. TWA's 55-passenger Constellation plans 10-hour cross-country flights with a stop at Kansas City. Republic's Rainbow will hop 46 passengers at 400 miles per hour from New York to Los Angeles in six hours, 11 minutes. Pan-America's Consolidated Vultee 37 will zip 204 passengers across the Atlantic in about nine hours. With radar, loran, and pressurized cabins, planes will be independent of the weather. By 1955 there will be about 1,200 such passenger planes on U. S. domestic runs, 430 on overseas flights, and two million air passengers a year bound for overseas.

Air Travel Is Cheap

What will it cost? For almost every long-distance U. S. run, an airline ticket costs less than a first class railroad fare with lower berth. Boston to Washington costs about $18.40 by air, $20.21 by rail. Los Angeles to New York: $118.30 by air, $124.72 by rail. Overseas air rates still are higher than first class ship fares, but are on the way down. New York to London before the war cost about $375 by air, $200 by ship. Airlines believe they soon can cut this to $120. The air goal is a trans-Atlantic round trip for $200, or an 88-hour round-the-world flight for $750!

The biggest hitch in international air prices is Britain. Pan-American recently cut its New York to London fare to $275. The government-run British airlines, which cannot afford to charge less than $647, refused to let Pan-American run more than two flights a week to Britain until Pan-American upped its price to $375. This price quarrel is being settled at the North Atlantic International Air Transport Association Conference in New York.

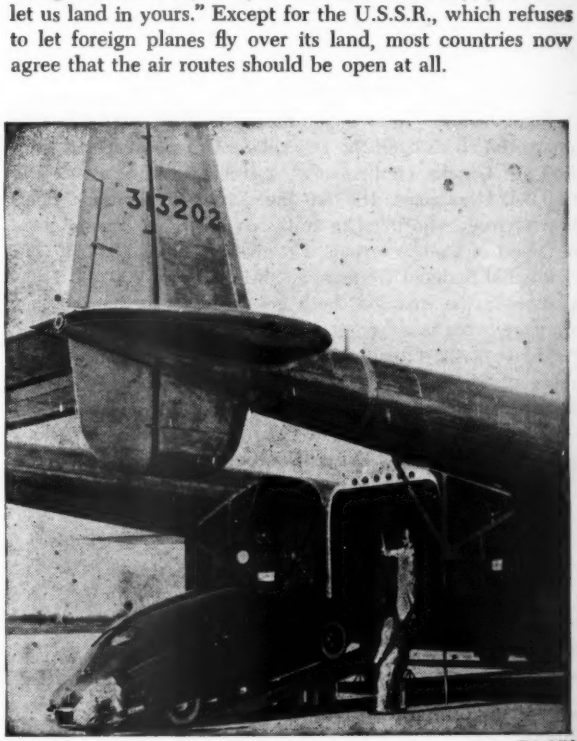
How convenient will air travel be? Many people complain that they live too far from airports for convenient flying. One out of every two Americans must travel at least 25 miles to get to an airport. To remedy this state of affairs, the Civil Aeronautics Authority has recommended that the Government undertake to build many of the new airports that will be needed.

Just as towns used to vie with each other for railroads, cities are now competing for big airports. Chicago and Detroit plan to outflank New York by becoming main bases for the new Great Lakes-Canada-Arctic route abroad. With one eye on rival Biston, New York is trying to keep its position as Number One U. S. air city by building amazing 4,572-acre Idlewild Airport on what now are swamps. Blueprints for Idlewild plan for 180 giant planes in and 180 planes out every hour.

To what places will you be able to fly? Anywhere, the airlines hope. U. S. airlines are sparring with each other and with foreign lines for rights to new air routes in the United States, over Canada, to Latin America, to Europe, and to Asia.

CAB recently gave trans-Atlantic routes to three lines — TWA, Pan-Am, and American. It is considering a petition by Northwest Airlines for the shortest route to Asia, via Alaska and the Kuriles.

This gives foreign airlines competition from four of the strongest U. S. air companies. Before the war, other nations had such small airlines that Pan-American was able to get one-way landing agreements with foreign nations. Now the foreign countries say, "If you land in our territory, you must let us land in yours." Except for the U.S.S.R., which refuses to let foreign planes fly over its land, most countries now agree that the air routes should be open at all.



Fairchild

It costs more to ship freight by air than by rail.

Czechoslovakia

Europe's link between east and west

Czechoslovak Information Bureau

Moravian girl dressed in ceremonial peasant costume.

WERE you to cross from Germany into Czechoslovakia today, you would find, standing by the roadside, hundreds of stocky people with yellow and white armbands and bundles of belongings piled on their backs. Many of these farmers look like Czechs, and they are Czechoslovak citizens. But they are not Czechoslovak in spirit and action. They are the German-speaking Czechs of German ancestry and customs who have lived in the Sudeten mountains of west and northwest Czechoslovakia for several centuries.

Under the Nazi leader Konrad Henlein, a large part of these Sudeten Germans made up the pro-Nazi fifth column used by Hitler to conquer Czechoslovakia in 1939. The Germans killed some 100,000 Czechs, deported 1¼ million more, and completely exterminated the men in some Czechoslovak towns. "Most Sudeten Germans betrayed Czechoslovakia," the Czechoslovaks say. "So we are taking them all back into Germany."

This forced migration of Sudeten Germans emphasizes one of the characteristics of pre-war Czechoslovakia — its patchwork of different races.

Czechoslovakia's Population

Some Czechoslovak paper money used to have five languages on one bill. Of the 14½ million Czechoslovaks, 8,300,000 are Czechs (Bohemians), 2,300,000 are Slovaks. The 600,000 Ukrainians, 186,000 Jews, and few thousand Poles and Gypsies who lived in Ruthenia belong to Russia since that part of Czechoslovakia was given to Russia. There were 3,400,000 Sudeten Germans in the west and 700,000 Hungarians in the east, but both groups were so disloyal that they are being transferred.

Home of the Czechs is the fertile and mineral-rich provinces of Moravia and Bohemia. Edged by the horseshoe-shaped Sudeten mountains, Bohemia is a rich plain dotted with healthful hot springs and farm houses of yellow stucco with red tile roofs. Every Bohemian village has its old church, its well with heavy wooden buckets, its wayside crucifixes, oxcarts, and draught horses with high, brass-studded collars.

Hub of Bohemia is the Czechoslovak capital, Prague, whose hundred delicate towers, mosaic sidewalks, and old bridges make it "The Rome of the North." The Czechoslovak White House in Prague is the ancient Hradchin Castle of the Bohemian King, Wenceslaus. This castle covers over 100 acres. In the castle's central court stands the Cathedral of St. Vitus.

Near Moravia's capital of Brno are the amazing Macocha Caverns at the bottom of a 400-foot-deep canyon which for centuries defied descent. At the bottom of the canyon is a vast and sandy meadow with a disappearing river and caves in which prehistoric man trapped the wooly mammoth. These caves have many pools in which the fish are colorless and blind because of the continual darkness.

To contrast with the gloom of Macocha, Moravian peasant women on peacetime Sundays dressed dazzlingly in layers of brilliant petticoats, embroidered jackets, huge lace collars, and puffed sleeves that take hours to press into tiny pleats.

A Poor Little Rich Land

The land of the strong, clean Slovaks is a poor little rich land. It always has been on the edge of bankruptcy. Most of its population are backward farmers. Yet it is rich in metals and formerly was Hungary's richest province. Through Slovakia runs the wild Vah River. Slovak woodsmen hurtle down this stream on huge log rafts, floating all the way to the Danube at ancient Bratislava, Slovak capital.

Since the grey Slovak frame farm houses have no chimneys, the smoke of their porcelain stoves seeps between the shingles, giving the impression that the houses are on fire. Loving color and nature, the Slovaks have produced some of the most beautiful embroidery, hand-painted furniture, and gay costumes to be found in Europe.

Because they have complained that the Czechs have not given them enough economic aid and government representation, President Benes recently pledged to Slovaks a third of all future parliamentary representation.

Honest, thrifty, intensely hard-working, cool headed,

Czechoslovak Information Bureau

BENES **FIERLINGER** **MASARYK**

stubborn, and very modern, the Czech often is called "The Yankee of Europe." He is a Slav, but unlike most sociable Slavs, loves privacy and is close-mouthed. Czechoslovakia is the land of the average man and has no aristocracy.

Most Czechoslovaks spring from hardy peasant stock. The Father of the Republic, Thomas Masaryk, was the son of a coachman, and Benes is the son of a peasant.

The Czech is the most highly cultured of all Slavs, and is proud of his country's seven universities. The writer Maurice Hindus tells of a shopkeeper who got heavily in debt so he could give his five children college educations. When asked why he did it, he answered: "Because what a man has in his pockets his best friends may take away from him, but what he carries in his head the devil himself cannot shake out of him."

Some Famous Czechs

"Foreigners say we have little charm," writes a Czechoslovak author. "No wonder – we never give our brains a vacation."

One of the world's great educators was the 17th century Czech, John Amos Komensky (Comenius). The Czech playwright Karel Capek in his famous play *R.U.R.* gave us the word *robot*, from the Czech word *robota*, meaning "to work without pay." Ressel invented the steam-driven propeller, Mendel discovered the laws of heredity, and Prokop Divis invented the lightning conductor before Ben Franklin.

Czechs admire study but they love music. Czech music such as Smetana's opera *The Bartered Bride*, Dvorak's *New World Symphony*, and Friml's light opera, *Rose Marie*, are U. S. phonograph record best-sellers.

As for sports, do you know that, with the Swedes, the Czechoslovaks are Europe's most sports-minded people? Every six years, Czechoslovaks hold a *slet*, or gymnastic festival, in Prague's huge stadium. The festival is run by the Sokol, largest voluntary gymnastic organization in the world. Sokol means falcon and stands for bravery and love.

Czechoslovaks are both intensely religious and democratic. Today many Bohemians are Protestant. But most Slovaks are Roman Catholic. About 60 per cent of Czechoslovakia is Catholic.

Founding of the Republic

The Czechoslovaks' love of freedom is understandable when you consider that until after World War I the regions of Bohemia and Moravia were under Austrian control, and Slovakia was under Hungarian control, in the old Austro-Hungarian Empire. During World War I Professor Thomas Masaryk and Eduard Benes struggled abroad for recognition of Czechoslovak independence.

They found a champion in President Wilson, for whom a Prague station is named. In 1918 the French recognized the Masaryk committee in Paris and a temporary government, and after the armistice Czechoslovakia was born.

Turning to France for cultural, and to the U. S. for constitutional guidance, the independent Czechs made Czechoslovakia the most stable and democratic country in eastern Europe.

Proof of the Czechoslovaks' ability is the fact that today Czechoslovakia still is eastern Europe's most stable land. Economically, the country has gone through a bloodless revolution. Before World War II Czechoslovakia was highly prosperous.

It was almost self-sufficient in food and had (with Germany) the highest potato and grain crop yield in Europe. Besides being the world's fourth biggest sugar beet producer, it produces the best apples and pears in central Europe.

(*Concluded on page* 34)

Map copyright, 1946, The Newspaper PM

Shaded area on small map shows territory (Ruthenia) which Czechoslovakia lost to Russia after World War II.

WORLD NEWS

Mr. Churchill Speaks

What Happened: "Private Citizen" Winston Churchill made a speech at the little town of Fulton, Mo. (pop. 8,297), but his words re-echoed through the world. Britain's war-time Prime Minister urged the creation of an Anglo-American alliance within the framework of the UNO as a way of getting from Russia "a good understanding on all points." The English-speaking people, he said, must maintain a superiority of power on their side until "the highroads of the future will be clear."

Mr. Churchill denounced Communism as "a growing challenge and peril to Christian civilization." He painted a grim picture of present-day Europe on which "an iron curtain has descended across the Continent" from Stettin on the Baltic Sea to Trieste on the Adriatic. He named eight European capitals as being subjected to control from Moscow. "This," he said, "is certainly not the liberated Europe we fought to build up."

Despite his attack on Soviet Russia, Mr. Churchill expressed doubt that that country wanted war. What the Soviets desire, he said, "is the fruits of war and the indefinite expansion of their power and doctrine."

What's Behind It: The reaction to Mr. Churchill's address was mixed.

In Washington, Senator Tom Connally (Democrat, Texas), chairman of the Foreign Relations Committee, stated that "It was a great speech . . . from a great man speaking from a great background"; while Senator Owen Brewster (Republican, Maine), expressed the fear that "an alliance with Britain" might turn "the world against us."

International

President Truman and Churchill (left) at Westminster College, Fulton, Mo.

Franco Defies Allies

What Happened: Generalissimo Francisco Franco's name was added to that of Colonel Juan Peron on the Allied black list. In a joint statement, the United States, Britain and France urged the Spanish people to get rid of Franco by peaceful means. So long as he continued in control, the statement declared, Spain could not expect "full and cordial relations" with the Allied powers.

At the same time, the statement expressed the hope that after ousting Franco and his Falange, a "caretaker" government would be formed in Spain to guarantee free democratic elections.

A set of documents containing more than 15,000 words wa issued by the State Department together with the joint statement. It disclosed that Franco aided the Axis during the war and vowed eternal loyalty to Hitler.

What's Behind It: No one was surprised by this development — least of all Franco. A day before the issuance of the three-power statement, he protested to the State Department that his continuance in power was a Spanish internal affair and did not call for foreign interference. That's an issue for the Spanish people themselves to decide. To be sure, Franco never gave them a chance to do so. (*See major article in next week's issue.*)

Christian Science Monitor

Hooked?

Poland Simmers

What Happened: Poland, one of Europe's "sore spots," is getting noticeably "sorer." Disagreement has increased between Vice Premier Stanislaw Mikolajczyk and other government leaders. The fight is now out in the open. The issue is the coming elections. The latest crisis came about when Mikolajczyk who is also the leader of the Peasant Party firmly refused to have his organization join a so-called single "democratic" bloc as demanded by pro-Soviet officials. Under this system, the people would be presented with only one slate of candidates. This means they would have to vote for some Communists whether they wanted to or not.

His critics, which include the Russian-backed Premier Edward Osubka-Morawski, assert that the single ticket was the only way to prevent civil war.

Mikolajczyk, on the other hand, claims that his Peasant Party represents 60 per cent of Poland's estimated 23,000,000 population. He prefers to have the people given an opportunity to select the kind of government they want in an open electoral contest.

What's Behind It: Under the Potsdam Agreement of the Big Three which recognized the present Warsaw government, the latter is supposed to hold elections during "the first six months of 1946." The demand of Mikolajczyk for a free-for-all contest seems to indicate his confidence of victory.

In Brief

Streamlining Congress

What Happened: Thirty-seven ways to streamline Congress were suggested by the La Follette-Monroney 12-man committee of Senators and Representatives. Their report says it is high time for Congress to modernize its organization and procedure.

As the most needed change, the report suggests a complete reorganization of the "work shops" of Congress – the standing committees. Their number should be cut to less than half – 16 for the Senate, 18 for the House. The work of the standing committees of each house should be scheduled so that similar House and Senate groups can hold joint hearings on proposed bills.

The new standing committees should be shaped to cooperate with the work of the President's cabinet departments.

The reorganization report will now be considered by Congress. Other suggestions include:

Congress should stop acting as the "city hall" of the District of Columbia. The District should have self-government, and should not be ruled by a Congressional committee as at present.

"Policy committees" of the Democratic and Republican parties should be set up in the House and Senate. They would form and carry out party pledges, and replace the present "steering committees."

Lobbyists – "organized groups and their agents who seek to influence legislation" – should be made to register themselves so that lawmakers will know the sources of outside pressure for and against bills.

Congress should have more control over the spending of taxpayers' money by making executive departments and agencies give a fuller accounting of their proposed expenditures.

Raising congressmen's pay from $10,000 a year to $15,000 and a system of retirement pensions are also recommended.

What's Behind It: The report notes that more and more Governmental duties are being handled by the President, his Cabinet and executive agencies with only slight supervision by Congress. The reorganization committees has also sought ways to give congressmen more active control of Government actions and policies.

Moscow Spies

What Happened: The Canadian Government named names in its first preliminary report on the now world famous "spy story." Five members of the Russian Embassy in Ottawa were named as organizers and directors of "a network of undercover agents . . . under direct instructions from Moscow." The report also identified three Canadians and a British employee involved in the espionage (spy) plot.

The spy ring, according to the Royal Commission, was to collect and send to Moscow information on the atomic bomb, radar, the U. S. Navy's electronic shell, and the location of American Army units.

What's Behind It: If there is any moral to this story, it is that so long as there is suspicion among nations there will always be spies.

U. S. Protests to USSR

What Happened: Within 24 hours, Secretary of State James F. Byrnes sent two notes to the Soviet government.

Note One protested the Russian removal from Manchuria to Siberia of industrial equipment; and objected to the Soviet proposal for joint operation with the Chinese of the industries in Manchuria. This in the opinion of the State Department violated the historic "Open Door" policy in China.

Note Two called Russia's attention to her failure to abide by her solemn agreement to evacuate Iran by March 2. This note was sent at the request of the Iranian Ambassador in Washington.

What's Behind It: These two notes following shortly after the speeches by Senator Vandenberg and Secretary Byrnes seem to indicate a stiffened policy on our part toward Russia.

Los Angeles Daily News

A Shot at the Big Boy

International

E. W. Mazerall, named Russian spy.

Education Tax

What Happened: A new solution was offered to help solve an old problem in American education. The problem: Getting enough money so that our schools and our teachers can do the best possible job. The solution: A tax on businessmen to help support schools.

The new tax was suggested by Thomas C. Boushall, chairman of the Committee on Education of the U. S. Chamber of Commerce. It would be paid by all employers in proportion to the number of their employees. This would be a completely new source of educational revenue. At present, local communities provide 61 per cent of the support of public schools. Thirty per cent comes from the states, and the remainder from counties and the Federal Government.

Boushall pointed out that business itself benefits from better and wider education. Schooling develops "the appetite of the people for better living." And this "better living" means an expansion of American industry.

What's Behind It: Some of the new problems facing our schools are outlined by Dr. John W. Studebaker, U. S. Commissioner of Education. More than 200,000 teachers left their jobs during the war, many of them to take higher-paid positions. Thousands of pupils who left high school for war jobs are now returning – to overcrowded schools.

Backing up the need for higher pay for teachers, Orson Welles put it this way in a recent radio broadcast: "Teaching is the highest profession a man or woman can aspire to. And since we live under a profit system, the highest profits ought to go to the best people in the most important job. And the most important job is teaching."

Dayton Daily News

Is There a Plumber in the House?

Coal Strike Looms

What Happened: Attempts to prevent a strike of 400,000 soft coal miners were being made as the April 1 deadline set by John L. Lewis, United Mine Workers chief, came nearer. Lewis filed notice of the proposed walkout on March 2 in a letter to the mine operators' negotiating committee.

The terms of the coal miners' contract provides that either party may, upon ten days' notice, ask for discussion of new terms on wages, hours and other matters. If no agreement is reached after 15 days, a strike may begin within five days' time.

It has been long expected that Lewis, who recently brought the UMW back into the American Federation of Labor, would make such a move. The union's principal demands on the operators seemed likely to be: (1) a ten-cent royalty payment on each ton of coal mined to go into the union welfare fund; (2) higher hourly rates; (3) enrollment of mine foremen in the union.

The coal dispute presented a severe test to the new Federal wage-price policy. Labor costs in coal mining amount to about three-fifths of the total cost of production – much higher than in other industries. Any wage increase could therefore be the basis for a demand by the operators for a high increase in coal prices. Such a price increase would go against the Government's aim to keep the cost of living from climbing.

What's Behind It: A coal strike on April 1 would be no April Fool's joke, because coal is vital to the steel industry and the nation's reconversion efforts. Lewis had threatened a coal strike for last Oct., but called it off.

Puerto Rico

What Happened: The veto of two bills unanimously approved by the Puerto Rico legislature called a temporary halt to that island's demands for increased self-government.

One bill proposes that a poll be taken in which each of Puerto Rico's political parties nominate one candidate for the post of governor of the island. The winner of the poll would be recommended to President Truman for appointment. Rexford G. Tugwell, the present governor, has already submitted his resignation to President Truman and plans to return to the U. S. soon.

Another poll among Pureto Rico's qualified voters is suggested in the second bill. Puerto Ricans would be asked to indicate their preference for the political future of the island, choosing between independence from the United States, statehood, or dominion status.

Governor Tugwell vetoed both proposals. The first, he said, interfered with President Truman's power of appointment, as defined in the Puerto Rican constitution. On the second bill, the governor pointed out that action on the island's political future was solely in the hands of Congress.

What's Behind It: The Puerto Rican legislators can override Tugwell's veto by passing the two bills again and sending them directly to President Truman for approval or disapproval. The United States' island possession, under the local political leadership of Luis Munoz Marin, wants to see some changes made in its present governmental setup.

Justice in Hawaii

What Happened: Citizens of Hawaii, angry for a long time, now feel a lot better as the result of a Supreme Court decision. From Pearl Harbor Day until after V-J Day, Hawaii was ruled under martial law by the U. S. Army.

Military courts were set up to carry out judicial duties usually performed by the Federal District Court in Hawaii. The Army Provost Marshal's Court, judging civilian as well as military cases, passed 400 jail sentences and collected $1,000,000 in fines.

Many Hawaiian civilians protested that it was unjust for military courts to try civil cases, even during an emergency war period. In its recent 6-to-2 decision, the Supreme Court agreed, calling military trials for civilians against our political traditions.

The immediate result of the Supreme Court decision will probably be the release from jail of many persons sentenced by the Provost Marshal's Court. What the effect will be on those who have already served jail sentences or paid fines is still unsettled.

The whole issue of military rule in Hawaii during the war was a sore point with the Territory's residents. It is reported that much bitterness against the Army still remains.

What's Behind It: The Japanese attack on Hawaii on December 7, 1941, called for strong miliitary action to guard the islands against invasion. But even this crisis, says the Supreme Court decision, did not give the Army the right to take over for four years the work of Hawaiian civil courts.

Press Association

After accepting President Truman's invitation to study Europe's food needs, Herbert Hoover discusses the situation with Sec'y of Agriculture Anderson.

Asa Philip Randolph

Asa Philip Randolph

As a boy, Asa Philip Randolph developed a powerful physique by laying crossties and rails and loading flatcars with sand. As a man, Randolph built up the strong Brotherhood of Sleeping Car Porters, the only all-Negro union with an international charter from the American Federation of Labor.

"Negro labor's champion," as Socialist Randolph often is dubbed, was born in 1889 into the Florida home of a poor Negro Methodist clergyman. In his childhood he worked as a grocer's clerk and paper boy. When he grew older he worked as a section hand on the railroads. Somehow, he squeezed in a high school education, journeyed to New York to study political science. To keep going, he waited on tables, operated elevators.

Because he opposed U. S. participation in World War I, he was arrested by the Department of Justice, branded "The most dangerous Negro in the U. S." He once actually received a threat on his life in the form of a bloody hand. Nothing daunted, he taught social science, in 1917 organized New York's elevator operators. That year he and some Harlem friends set up the sleeping car porters' union.

As president of the union, Randolph began a 20-year fight to get the Brotherhood recognized by the Pullman Company. Victory came in 1937, with a signed contract, shorter hours, and $2,000,000 in pay increases. "Porters were looked upon as clowns," said Randolph. "Now they must be taken seriously."

Because other Negro railroad workers are not yet taken seriously, Randolph says his fight has only begun. He challenges his own A. F. of L. for allowing 20 of its unions to exclude Negro workers from their ranks. In 1941, he threatened to march 50,000 Negroes to Washington to protest the Southern railroads' opposition to the FEPC.

WHO'S IN THE NEWS

David Behncke

If you are used to reading about strikes for just 18½c-an-hour, hold your hats. The Air Line Pilots' Association is asking a raise, per man, of $6,500-a-year. Yes, we said *raise*. Pilots make about $9,000 (domestic) to $12,000 (transatlantic) a year now, but they want $15,000 to $19,000.

This union, whose demands make the demands of other unions seem like small potatoes, is 15 years old, has about 5,000 members, and began as a secret organization. The ALPA probably is the world's most exclusive union. It does not allow mechanics and airline clerks to join its ranks.

The ALPA's demands may seem wild, but airlines realize that pilots are the backbone of the lines. Pilots must be highly skilled, must run risks, and must make their money while they are still young and healthy.

President of ALPA is David Behncke, its founder. Tall, greying, and 48, Behncke learned to fly as a lieutenant in the World War I Army Air Corps. He then barnstormed for awhile with Behncke's Flying Circus, returned to the Army briefly to learn to fly heavy planes. Then he flew airmail, joined United Airlines, and organized his union. Pilots' salaries were then down to $150 a month for 160 hours flying.

In the union's early days, the members, fearing reprisals, swore solemn oaths of secrecy. The secret came out when a union card was found on a crashed pilot. Today, almost all commercial pilots belong to ALPA, which seeks a 75-hour flying month.

International News

David Behncke

Harris-Ewing

Emory Land

Emory Scott Land

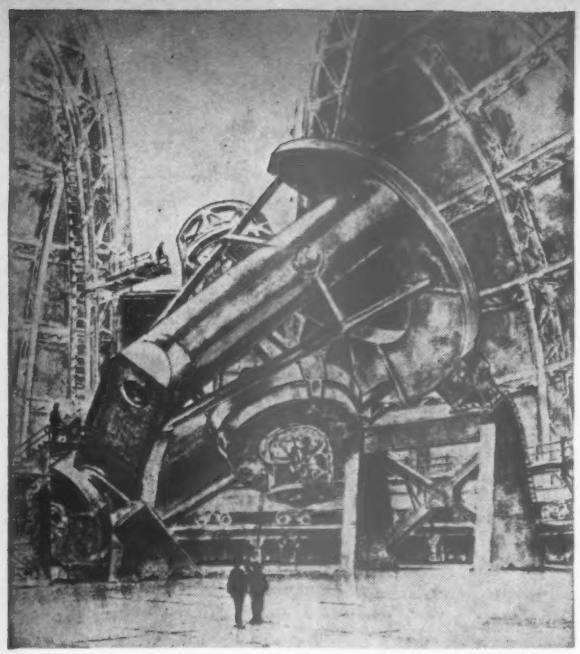
Emory Scott Land, former War Shipping Administrator and Admiral chairman of the U. S. Maritime Commission, is the new president of the Air Transport Assn. of America. This has set air-minded people buzzing that the ATA will ask Congress to allow steamship companies to be taken into the air business. The CAB has always stood pat against this. In arguing with Land, the board will face one of the toughest go-getters in the U. S.

Ever since Land made headlines in 1900 by making a last-minute winning touchdown in an epic Army-Navy game, this 67-year-old seadog has been in the news. Born into a Colorado landlubber family, he was graduated from the University of Wyoming. He starred in track, baseball, and swimming at Annapolis, where he stood sixth in his class.

After post-graduate naval architecture courses, Land won the Navy Cross in World War I for his technical studies of German U-boats. He was on the 1919 Naval Armistice Commission, in 1920 was Naval Attaché in London. "The busiest guy in the Navy" started whipping our merchant fleet into shape in 1937 as chairman of the Maritime Commission. He raised seamen's wages and settled the crippling 1941 East Coast seamen's strike.

It was Land's idea to expand maritime schools and to convert ships for war transport service. In 1939, Land saw World War II coming. He contracted for new ships at such a rate that he ran the Commission into a deficit. He just grinned, chirped, "See you in jail," and built more ships toward a goal of "50 ships a year forever."

But Land is not ship-bound. He learned to fly in 1920, was Assistant Chief of the Navy Bureau of Aeronautics and vice president of the Guggenheim Fund for the Promotion of Aviation.



Westinghouse Photo

Artist's sketch of what the telescope will look like.

200-INCH EYE

World's Biggest Reflector Telescope Soon to Scan the Sky

IN California a giant "eye" is being finished. The largest "eye" ever made, it is 200 inches in diameter. It is the glass lens of the world's biggest telescope, at present being set up in the California Institute of Technology's observatory on 5,568-foot Mount Palomar.

Costing $6,000,000, the eye is just about the most expensive scientific tool ever built. Throughout the war, physicists, whose job is to study the smallest particles in existence (atoms), had all the fun. Now astronomers, who deal with the largest grouping of atoms in existence (the universe), are swinging into action. If the physicists' atom bomb project got $2,000,000,000, astronomers figure that they're entitled to $6,000,000 to help them answer one of science's most exciting questions – How big is the universe?

Turning out a giant eye requires patience and hairbreadth measurement. The most difficult task of the experts working on the 200-incher at present is to shape the lens' surface so accurately that it slants a few thousandths of an inch deeper at the center than the curve of a perfect sphere.

Then six technicians must painstakingly grind and polish the lens with a special rotating tool. Since one speck of dust on the lens would appear as large as a baseball and mar vision, all grinding must be done in a cork-lined, dustless, even-temperature laboratory.

Dimensions of the Giant Eye

When completed, the telescope will be set up on Mt. Palomar. It is expected to be finished by June 1947 (construction was begun in 1928 but halted during the war). The tube of the telescope is about 20 inches in diameter, 60 feet long, and weighs 125 tons. The whole telescope will weigh a dainty 425 tons. The tube is as high as a six-story house, and the supporting structure of welded hollow steel boxes is as wide as the height of a four-story building.

What will astronomers see with the California giant eye? Will they discover secrets on the moon, or find out whether there is life on the planet Mars? No, the telescope is not constructed so as to make clearer those parts of the universe (as the planets and moons) which are closest to our own planet Earth.

What the telescope will do is to look twice as far into the skies as was ever possible before. It will explore 27 per cent more of the universe and photograph stars far, far away, stars that appear at present only as foggy blurs, stars we cannot now see. It will take pictures of stars more than 100,000 times fainter than the faintest star now visible to our naked eyes. The great telescope may answer the challenging question before today's astronomers: Is the universe expanding?

The universe is unbelievably huge. First of all there is our own sun, about which rotate our own planet Earth and the other eight known planets. But our sun is only one star. At any one time with an ordinary simple telescope, we can see about 2,000 other stars in the sky, some of which may have planets whirling about them. And the 2,000 stars we see are only a drop in the bucket – only part of a group of about 100 billion stars.

The Size of Our Galaxy

This group of stars makes up our own galaxy, or Milky Way, a broad belt of twinkling stars flung across the skies. Our galaxy is so vast that it takes light, traveling at the rate of 186,000 miles a second, 100,000-300,000 years to go from one side of the star group to the other!

That's not all. In addition to our own galaxy, there are at least 100 thousand other star groups, each group perhaps containing about 20 billion stars. Many of these stars are about the size of our own sun or larger. Makes you feel rather small, doesn't it?

Astronomers do not know whether these 100 thousand galaxies make up the whole universe. Maybe there are other galaxies. Maybe the universe is expanding. The reason some astronomers believe the universe is getting bigger all the time is that distant galaxies behave queerly.

Astronomers find that these distant galaxies seem to be rushing away from us, and doing so at the terrific speed of up to 1400 miles per second. The farther they go away from our sun system, the faster they seem to be traveling. This odd behavior leads astronomers to believe the universe is growing bigger by the minute. The new telescope may help us find out.—NANCY GENET.

HE is a track raiser taking a sight necessary for accurately *raising track* during a ballasting job on The Milwaukee Road. This stretch of double track is rated by engineers tops for high speed operation. It cushions the HIAWATHAS and a great fleet of super-speed trains running on faster than mile-a-minute schedules between Chicago, Milwaukee and the Twin Cities.

Properly cared for, a well kept road bed improves with age. The Milwaukee Road program of track improvement and maintenance never stops. As the track expert pictured above with his head to the rail said, "We make 'em as smooth as a ballroom and as solid as Gibraltar."

THE *Milwaukee* ROAD

FIRST WITH THE FINEST

Hi there — How's your...

IN THE RIGHT GROOVE

Sure, you want to stand out in the school crowd — but you won't make much progress if you tackle the problem by wearing the most outlandish and out-of-place outfits you can hang on yourself. Those tactics will just make you stand out like a sore thumb, not like the shining light you want to be. So turn "thumbs down" on the thought of decking yourself in your best date dress, high heels and gobs of costume jewelry . . . and definitely turn "nose up" at the idea of teaming your brother's oldest shirts with your down-on-the-farm dungarees. Get-ups like that may seem intriguing when you plan them on Sunday night, but you'll feel mighty uncomfortable in them when you're parading around the halls on Monday.

GRADE A IN GROOMING

If you want to pass your good-grooming tests with flying colors, here's a check-list you can use to check up on yourself: (1) Every garment you wear fits you to perfection —no squeezing into too-tight dresses or using belts to hold up too-loose skirts. (2) The necklines of your blouses and dickeys are immaculately clean. (3) Your skirts are complete with pleats in the right places, and not a crease in a carload. (4) Your hems hit just below your knee, and they're *even* all around (with no safety pins coming to the aid of *this* party!). (5) Your saddle-shoes get a whitewash job at least once a week — your suede flats are brushed daily to keep them dust-proof — your moccasins are well-heeled and shined. (6) Your socks hug your ankles neatly and/or the seams of your hose head straight down the backs of your legs. (7) You buy your sweaters to fit you — and, when you wash them, you stretch them back into the proper proportions. (8) You never have to plead guilty to the accusation of coming to school with hair done up in bobby-pins or draped in a turban. (A good way to cope with your crowning glory, when you can't do a *thing* with it, is to tie a ribbon around it, little-girl style.) In short, you add up to a neat, shining prettiness which proves that you care *how you look*, whether you're set to fly off to a cram-session or a jam-session.

MAKING WITH THE MAKE-UP

The secret of any smart gal's facial success is that she keeps it a secret — *i.e.*: she puts on her make-up in private. Fix your face with a light dusting of powder and a deft touch of lipstick before you leave home each morning — after that, it's on its own. No powder-puffing during classes, no lipstick-dabbing in the halls, no mirror-peering in the cafeteria. The same goes double for your hair-care, which is an especially private affair. You'll be a pretty unpopular character if you're constantly dragging a comb through your tresses, or mumbling through a mouthful of bobbies, which you frantically jab into your head. So find a simple hairdo that wears well, and anchor it soundly before you set off for school. If you're afraid your morning beauty routine won't carry you through the entire day, repair to the "ladies room" for a repair job. And while you're there, mind your manners. Wait your turn at the mirror — no pushing or craning over people's shoulders. Do your make-over work on the double so the next girl in line will be able to make *her* class on time. And remember that no one likes to take over a basin that's suspiciously gray around the edges, or a shelf that's decorated with belipsticked tissues. Take time to *clean up* before you *clear out!*

SOFT AND MELLOW

You may always *look* like an angel, but what good are looks, if you *sound* like a howling demon? If you want to speak to Betty Jane between classes (and she's not within speaking distance), catch up with her or store your remarks away until you can deliver them in a civilized manner. When you're in the cafeteria, concentrate on the people at your own table, instead of allowing your chit-chat to echo round the entire lunchroom. And try appreciating those locker-room jokes with a grin and a chuckle, instead of greeting them with a series of piercing giggles.

...school life?

RUGGED — BUT NOT ROUGH

Did it ever occur to you that a guy can look smooth without looking like a sissy? Casual school clothes needn't be sloppy clothes — and you can start proving it by showing up for classes in an outfit that looks as if it had been pressed last night, not slept in. A good beginning would be to get — and keep — a sharp crease in your pants; and you could follow through by topping them with a spic-and-span shirt, instead of a spot-and-blot one. All well and good if you want to go backwoodsy with corduroy shirts or plaid wools, but try tucking them into your pants for a change, instead of letting them flap in the breeze. Take a sweater-care cue from your sister so that yours are clean and well-fitting — and neatly darned if you make a point of coming-through-at-the-elbows. Get acquainted with the shoe-polishing implements in Dad's closet — and get into the habit of dropping your foot-gear off at the shoemaker now and then for a heels-and-tips job. And never let it be said that you dress as if you were color-blind! Go all-out for screaming orange-and-green argyle socks if you like, but don't team them up with your red and blue plaid shirt. You want people to know you're around, but you don't want them to *hear* you coming!

CLEAN-CUT and CLEAN

If your exam papers look like fingerprint records when you turn them in, the trouble can probably be traced to a natural talent for picking up dust in shop class. So take a break occasionally and head for the "men's room" for a once-over-lightly on your hands and face. (N.B.: Dirt has a nasty habit of lurking under your fingernails, too.) Also — be a gentleman and confine your hair-combing activities to the lavatory. Incidentally, all the water and slickum in the world will be as nothing unless you have clean and neatly-trimmed hair to work on. And need we add that your daily dozen in the morning should embrace your ears and the very-back of your neck?

IT'S YOUR SCHOOL

School spirit can be translated into more items than just exercising your lungs at football games. For one thing, it means behaving in a way that will give the lie to the drippy wisecrack that runs, "Where d'ya think y'are — in school or some other dirty place?" Candy bar wrappers belong in trash baskets, not on classroom floors. And when you feel like giving vent to your artistic temperament, apply pencil to paper, instead of scribbling on corridor walls or, worse yet, whittling at your desk with a pen-knife.

HOME EC HOMEWORK

Time was when men left the homely details of washing and ironing to their womenfolk. But all that has changed since ex-GIs started coming home chockful of their own ideas about how clothes should be cared for. So it's right in order for *you* to pick up some basic training on the subject. You'll have enough undershirts, shorts and socks to allow for the necessary fresh change every day if you dump your things into soapsuds — instead of in a dark corner — each night. And you won't have to borrow Dad's shirts if you know how to launder your own. If the collars and cuffs are especially grubby, first scrub them with a brush dipped in warm soapsuds. Then pop the shirt into the basin of suds and squeeze the soapy water through it, rubbing only on stubborn spots and stains. Ask Mom to show you how to squeeze a light starch into the collar, cuffs and buttonhole edge. The trick of a smooth ironing job is to dampen the shirt evenly, keep the iron moderately hot, and press each part separately until it is completely dry. And remember that all the starched parts should be pressed on the wrong side first, then done right-side-up. Tackle the cuffs first, next the sleeves, after that the collar (which is first pressed flat, then folded over and pressed down). When you've done the yoke under the collar, finish off the back. And press the starched parts down the front of the shirt before you finish ironing the rest of the front. Tough work? If GIs fighting a war could do it, you can, too.

A Quiz on Transportation

Based on articles in this issue

I. MERCHANT MARINE

Complete the following sentences by writing the correct words in each space. Score 8 points each. Total score 40.

1. What recently retired Admiral headed the Maritime Commission?_____.

2. During the war all American vessels were operated by the War _____ Administration.

3. The Combined Shipping Adjustment Board was created jointly by the U. S. and_____.

4. Early American sailing vessels were called _____ ships.

5. Victory ships and Liberty ships were both built during the war. The _____ ship is the faster of the two.

Total Score _____.

II. WORLD TRADE

Underline the correct word or phrase. Score 5 points for each. Total score 30.

1. The Smoot-Hawley Act of 1930: (a) established the U. S. Merchant Marine Service; (b) raised import duties; (c) established U. S. Geodetic Survey; (d) called for an income tax.

2. The United States first became a creditor nation after: (a) the War of 1812; (b) the Civil War; (c) World War I; (d) World War II.

3. The United States devaluated its foreign exchange to: (a) save its diminishing gold supply; (b) make it easier for other nations to get dollars; (c) cut down its trade with other nations.

4. Germany tried to become self-sufficient by (a) trading with all nations; (b) making substitute products; (c) trading in the black market; (d) backing the Export-Import Bank.

5. The Reciprocal Trade Agreements act gives the President the power to: (a) cut tariff rates; (b) impose additional protective tariffs; (c) boycott fascist firms; (d) devaluate the dollar.

6. Directors of the International Monetary Fund met on March 8 in: (a) London; (b) Paris; (c) Greenwich, Conn.; (d) Savannah, Ga.

Total Score _____.

WHADDYUNO?

A General Information Quiz

(Answers below)

AIRWAY TALK

If you were to wander around an airfield, would you understand all the talk? Match slang terms with definitions.

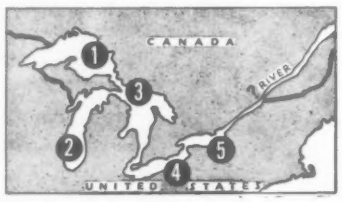
1. Directional gyroscope. ( )
2. Propeller de-icer. ( )
3. Elevator. ( )
4. Member of ground crew. ( )
5. Make a parachute jump. ( )
6. Automatic pilot. ( )
7. Student pilot. ( )
8. Inflated life jacket. ( )
9. Fuel truck. ( )
10. Message received and understood. ( )

Key: a-Flipper; b-Roger; c-Bird cage; d-Mae West; e-Kiwi; f-Bug juice; g-Grease monkey; h-Petrol bowser; i-Iron mike; j-Hitting the silk.

Answers: 1-c; 2-f; 3-a; 4-g; 5-j; 6-i; 7-e; 8-d; 9-h; 10-b.

PICTURE QUIZ

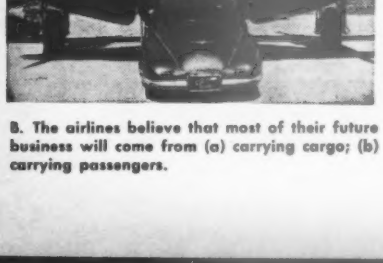
Count 10 points for each. Total 30.



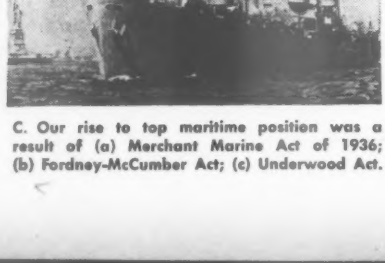
A. Name the five Great Lakes and the river:

(1) _____ (2) _____ (3) _____

(4) _____ (5) _____ river: _____



B. The airlines believe that most of their future business will come from (a) carrying cargo; (b) carrying passengers.



C. Our rise to top maritime position was a result of (a) Merchant Marine Act of 1936; (b) Fordney-McCumber Act; (c) Underwood Act.

Merchant Marine

(Concluded from page 4)

Perhaps one-tenth of our tonnage will be turned over to the Army and Navy. Some ships will be sold to foreign nations.

Charting the course of our postwar merchant marine, Admiral Land recommended a broad policy about a year ago. He suggested that U. S. ships be used to transport 50 per cent of our foreign trade. To do this, we will need seven million tons of shipping. An equal amount will be needed to handle our coastal trade. We should continue the system of subsidies, advised the Admiral. This will cost an estimated $26,000,000 a year – about twice the yearly amount paid in prewar subsidies.

While we are not going to cut in on the trade routes controlled by other Allied nations, we should take our share of the sea routes formerly operated by Germany and Japan. And we should maintain a large enough fleet in reserve to meet war emergency needs. All of this will not require more than 20 million tons of shipping.

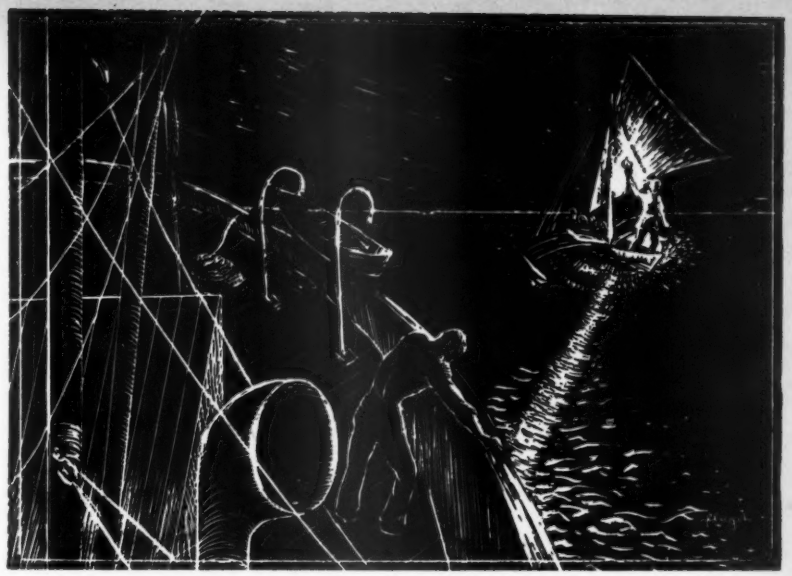
Many experts feel that Admiral Land's proposals may be too ambitious. Subsidies, they point out, are really an indirect tax on American citizens. Our Government will help to support its private ship operators. Since some other nations now subsidize their ship operators, a competition between governments may result. This might lead to international ill feeling.

It is also said that it would be to our best interest to allow other nations to carry most of our overseas trade. By paying for this service in dollars, we help other nations to pay for the goods they import from us. We can well afford to do this. Our income from shipping is only a tiny fraction of our national income, while shipping revenue is an important part of the income of nations such as Great Britain and Norway.

Congress has just passed a law providing for the sale of the 4,750 Government-owned merchant ships. First choice on these vessels will go to the Army and Navy. Then American operators will get the opportunity to buy or rent whatever ships they wish. Lastly, the ships remaining will be offered to foreign buyers, with preference given to nations whose merchant fleets were most heavily damaged during the war.

No one can accurately foretell the future of our merchant marine. It depends on the speed with which peacetime world trading gets underway again. Whatever happens, America's merchant fleet will be the world's largest, newest and most powerful for many years.

PART VIII



SECRET CARGO

BY HOWARD K. PEASE

BILGE MURPHY sat alone at a table on Tarepo's crowded veranda awaiting the arrival of the Mouse. For the third time he pulled his Ingersoll from his dungaree pocket and looked at the hour. The hands pointed to ten-thirty. What the deuce, he wondered, could be keeping the kid? It hadn't been more than half-past nine when Chili con Carne had left this same table to go direct to the ship and relieve the youngster. He'd wait ten minutes longer, he decided and then, if necessary, go see for himself.

At a table near him sat Toppy and Swede Jorgenson. "Wot's got inter yer, Bilge?" inquired the little cockney. "Yer looks glum."

"Do I? Well, I'm waiting for the Mouse. He oughta been here half an hour ago."

Toppy sucked in a breath. "Wot'd I tell yer! Leavin' the kid all alone in those blarsted bunkers. It ain't safe." He turned to the Swede. "Ain't that right, matey?"

"Aw, the kid'll be here all right," replied Jorgenson.

With an impatient gesture Bilge rose.

"Where yer goin'—ter Tony's Cabaret?"

"Naw, back to the ship."

"Did yer notice," went on Toppy, "there's about six bobbies on the dock watchin' our bloomin' tub? Wot fer? I arsks yer."

Bilge waved his hand as he went on to the end of the veranda. He knew about those police, all right. Earlier in the evening he had paid a visit to the home of the American consul to report his belief in narcotics aboard, only to be told that Captain Williams had already appealed to the consul for aid in the same matter. Bilge stood for a moment on the step.

As his gaze swept the veranda he suddenly perceived the stocky form of the chief engineer make his way among the crowded tables and enter the cafe doorway. Bilge took a quick step back; through the window he watched the man cross the cafe to the rear and knock at a door in a shadowy alcove to the left of the bar. Instantly it opened, and the chief was greeted on the threshold by Tarepo. The half-caste owner of the cafe had become a man of rapidly growing wealth, and rumor had it that he had accumulated his money through channels other than those of his legitimate business. To see Mr. Traynor in the half-caste's company roused the fireman's suspicions at once.

Presently he turned to a slim Tahitian girl who was wiping the top of a table. "Say, ma'm'selle, Tarepo seems kinda busy to-night, don't he?"

The girl flashed him a coquettish smile. "*Oui,* monsieur; his schooner, *Taunoa,* she sails to-night."

Oh-ho! thought Bilge as he took to the road; so Tarepo's trim little trading schooner was leaving that night for a neighboring island. Was there a meaning, then, in Traynor's visit to her owner? Quickly he strode down the road toward the dock.

In the shops open to the street, Chinese merchants looked up in surprise at such unseemly haste. Past the Tahiti Hotel he hurried, past the long row of buildings facing the harbor, until he came to the corner where stood the Banque Chin Foo. There he halted in bewilderment as he saw a group of men approaching from the dock.

A squad of native soldiers, led by a French sergeant of police, was marching in military stride toward him; and in their midst, evidently a prisoner, walked Captain Williams.

Bilge stared, cursed under his breath, and, pushing back his fireman's cap, ran his fingers through his hair. There was no doubt about it: the skipper was under arrest by order of the colonial government. Funny!

The sergeant and his men were now so near that Bilge could see the captain's face. Even in the dim light of the road, lines of anxiety were apparent.

"Hey, skipper!" the fireman called out. "What's the trouble?"

The *Creole Trader's* master spoke to the police officer urgently, incisively. The sergeant motioned Bilge to him. "The captain would speak a few words with you."

Bilge turned to Captain Williams. "Yes, sir."

"Get hold of that coal passer, Mathews, and you two keep your eyes open. Report anything suspicious to the American consular office."

"Yes, sir. Anything I can do for you, sir?"

"There's been a mistake; the consul's a fool," rasped the captain indignantly. "He had a warrant sworn out for my arrest."

"What for?"

"Traynor swears that I murdered the Kangaroo, that coal passer who was killed last week." The man came close and lowered his voice. "It's just a trap to get me off my ship, Murphy, and to get the police away from the dock. In the meantime, the ship's unguarded. Find the boy, and you two be on the lookout."

"I'll do what I can, sir. Good luck."

The Mouse! Over him again swept the conviction that all was not as it should be. Something must have happened. Something—but what? He struck off to the left.

The *Creole Trader* lay close to the edge of the wharf, her portholes gleaming brightly. On her fore deck a winch

screamed, cables whined through the blocks, native stevedores shouted. Bilge's eyes, sweeping the dock, fastened upon the gangway. It was deserted, save for the figure of a small black dog who stood halfway down the steep incline.

"Hey, you barnacle dog!"

At once Sambo sprang down to the wharf and came wiggling toward him.

"Poor barnacle dog's all alone, huh? Where's your master?"

Sambo gazed wistfully into his eyes, as if he desired nothing more than the answer to that question himself.

"We better go find out," Bilge said, stepping up the cleats of the gangway. Sambo bounded ahead in the direction of the forecastle, but it was evident to Bilge that the dog had already made a visit there, without any luck.

"Come on, black boy," he said aloud to Sambo, "we'll go down through the engine room. We gotta find that master of yours *pronto*."

THE long descent into the engine room was hard going for Sambo; but once on the plates of the flooring he managed to keep close to Bilge's heels. The big stoker ducked his head and sped through the tunnel between the boilers to the stokehole. Two firemen with their backs against the forward bulkhead sat smoking cigarettes.

"Say, Blackie, have youse seen that young coal passer on my watch?"

"I dunno," the man replied. "I think he went above an hour or so ago."

"Naw, he didn't see nothing a-tall like that," his mate retorted, "'cause – why we wasn't here. The chief come down and told us to go on deck for a blow. Yeah, I know who you mean. We ain't seen the kid."

"Thanks." Bilge took the incline up into the dark 'tween-decks at a run; Sambo pattered at his side.

In deep thought Bilge struggled with a fear that seemed to clutch at his very vitals. The Kangaroo found dead – and now Larry had disappeared! He plunged down the alleyway past the incline, where he came upon Sambo sniffing about eagerly. Calling the dog to follow, he continued round the turn into the port bunkers. Here he halted to look around.

Almost at his feet lay Larry's lantern, a twisted bit of brass; fragments of broken glass glittered in the coal dust. In sudden panic the big stoker felt an overwhelming desire to break the silence which hung round him like a pall. "Mouse!" he called. "Mouse – where are you?"

At that instant Sambo let out a growl, low and menacing.

"Find him, Sambo! Find your master!" Bilge spoke in a husky whisper. "Get him, boy. Get him!"

The dog turned his eyes for an instant upon the man, then he moved forward, nose to the flooring, tail wagging violently. Straight down the alleyway he scurried until he was brought up by a low opening in the iron bulkhead. Bilge knew what that was – an empty pass pocket into which the coal fell from the bunker hatch above – the very spot where the Kangaroo's body had been found. The significance of this struck him like a blow. Abruptly a sound caught his attention; Sambo was scratching something with his claws. The fireman bent low, held out his light, and stared. There, obstructing the opening from the inside, was the sea chest.

With a muttered word Bilge shoved it aside and peered into the murky interior. His eyes widened. "Mouse," he sputtered; then anger gripped him. For there in the interior of the pass pocket sat Larry Mathews, apparently well and unharmed.

"That you, Bilge?" gasped Larry, blinking in the lantern light.

"Sure it is. What youse doing – playing hide-'n'-seek?"

The boy gave Sambo a delighted hug before he replied. "I had myself barricaded in here. Careful, Bilge. That feller may be just behind you."

"What feller youse talking about?"

"The man who killed the Kangaroo – he almost got me." On hands and knees Larry crawled from the pass pocket.

"What d'youse mean, Mouse?"

The boy rose quickly to his feet. "A stowaway, Bilge," he explained in a low tone. He drew the older man toward the stokehole. At the top of the incline he gave a relieved sigh. "It wasn't dope in that chest at all. It was food. A man's been hiding ever since we left New Orleans."

Bilge regarded him incredulously. "I don't believe it."

"You don't? Well, he sure came after me. He saw me looking into that blamed sea chest again; he must have known I'd found the tomato can empty and suspected what that meant. He came at me with a rush. I sure thought I was a goner for a minute or two – but he didn't have a gun, luckily for me. I managed to slip away from him finally. He was right between me and the stokehole, so I crawled back into that pass pocket where the chest was hid and pushed the thing across the opening for a barricade. It worked; he didn't try much to get at me – afraid of making a rumpus, I guess. But I was a prisoner there. I thought he was waiting in the dark for me to come out."

"When did all this happen, Mouse?"

"Maybe an hour or two ago. It seems about a year." The boy ran his fingers through his straight brown hair. "He must be hiding in there still."

"I doubt it." Bilge threw a quick glance over his shoulder. "If he knew youse was onto his little trick he'd try to make his getaway *pronto*, now we're tied up."

"Yes, but where could he go – just walk off the ship, a perfect stranger and looking like a hobo?"

Bilge turned to the runway that led to the starboard bunkers. "Oh, Chili!" he called.

The stocky Chilean came toward them, grinning.

Bilge forced a smile. "Say, has anybody been down here to-night?"

"No – only the chief."

"Oh, the chief, huh? When did he come below?"

"About an hour ago. He came to tell the stokers and we we could take a blow on deck for awhile. There wasn't no work."

The fireman nodded slowly. "And just how long did youse birds stay on deck?"

"Oh, maybe twenty minutes."

"Did the chief go above, too?"

Chili con Carne wrinkled his brows in thought. "I dunno for sure. I theenk we left him in the fire room."

Larry, stroking the joyful Sambo, followed these inquiries with excited attention. When he heard Bilge say, "Come on, Mouse. Let's go above," he followed the fireman with an alacrity which he made no attempt to conceal. He felt he could face anything in the open air, but down here he was uneasy.

ON the middle grating of the engine room, with Sambo picking his way up the ladder ahead, he drew a deep breath. The fireman led the way to the lighted fore deck. The rattle of the winches, the call of the native stevedores, the rumble of the trucks on the dock below filled the languorous night with clamor and activity. At the gangway the quartermaster lolled.

"Oh, quartermaster," inquired Bilge, "have you seen any strangers on board tonight?"

The man shook his head.

"Youse didn't see a suspicious-looking party go ashore, did youse?"

"Certainly not."

"Did the chief leave the ship awhile back?"

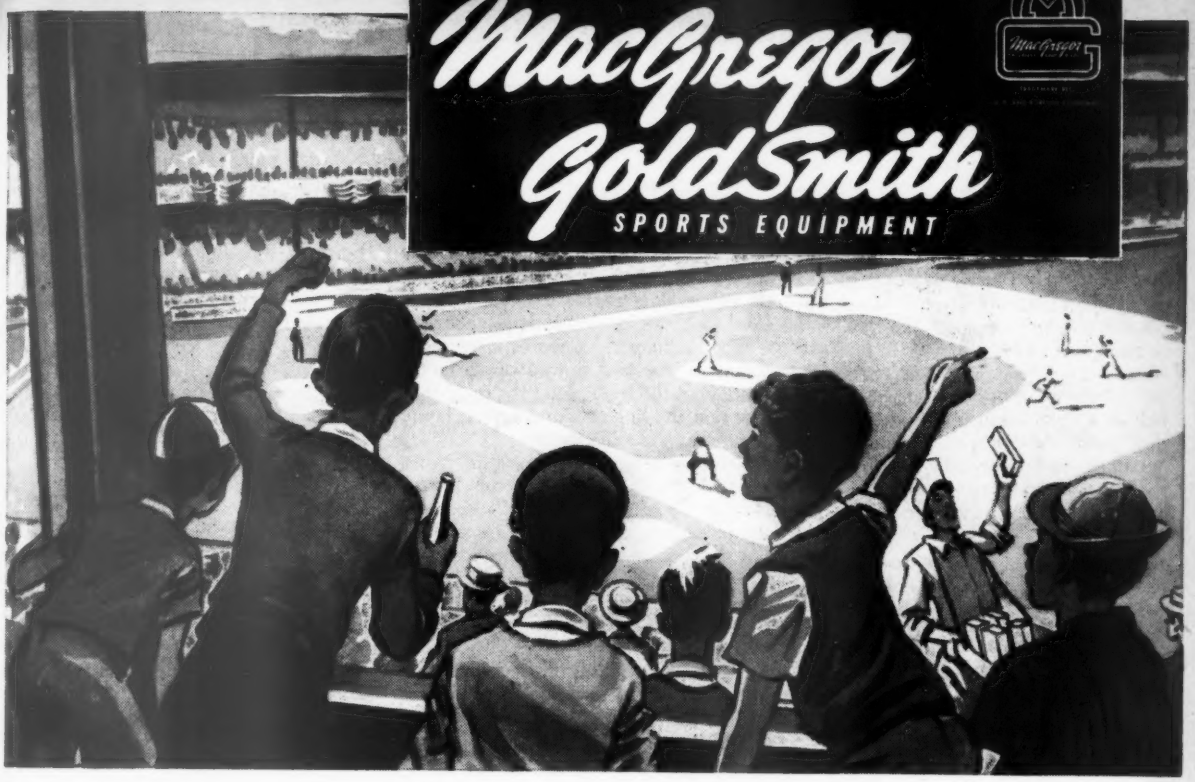
"Yes. Say, why all the questions?"

"Just trying to clear up a few points, that's all. Mouse," said Bilge, "I got an idea Tarepo's little schooner will be

(*Continued on page* 28)

MacGregor GoldSmith

SPORTS EQUIPMENT



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Secret Cargo

(*Continued from page 26*)

drawing up alongside our ship to take on a passenger. We'll watch right here."

"But what'll we do then?" Larry asked. "That man is desperate. He'll stop at nothing – not even murder. He must be wanted by the police back in the States."

"We'll need a pistol, you bet," Bilge agreed. "You wait here and keep an eye out. I think I know where I can lay my hands on an automatic." He disappeared forward into the alleyway.

Larry turned his attention to the inky water below him. His gaze, sweeping out across the black lagoon, came to a halt as a light flared up some two hundred yards straight out from their ship. A native was holding aloft a great torch that burned crimson in the night. The coiling flame illuminated a circle of mirror-like water, with an outrigger canoe in its center; and standing in the prow of the frail craft was a bronzed Tahitian, naked save for a red and white cloth wound about his loins.

Larry's eyes were still riveted on the scene when Bilge returned.

Bilge scanned the water below. "Has that feller in the prow been dipping his torch like that?"

Larry nodded, puzzled. "Yes, he has, Bilge. He waved it twice over his head, then let it fall down behind the gunwale for a second. What do they do that for?"

"They don't do that, Mouse – unless it's a signal."

"A signal!"

"Yeah. Look!"

The flambeau dipped behind the rim of the canoe, went out. Night closed down upon the scene. Outrigger and natives had vanished.

Tense, breathless, the two stood at the rail straining their ears for a sound. And to them came a soft, barely audible splash in the water near the stern of the steamer. Larry's heart leaped in his throat. In the deep shadow of the hull something was moving through the water straight toward the spot where the canoe had been.

The boy gripped his friend's arm. "There's a man swimming away from the ship, Bilge," he whispered. "Right there!" He pointed.

"We mustn't let him know we suspect. He'll swim to that outrigger and then be put aboard Tarepo's schooner. Once he sets his foot on one of those islands of the Tuamotu group, he's safe."

Fascinated, the boy peered through the darkness, but already the figure of the swimmer had merged into the deep obscurity of the night – a man striking out for freedom earned by bloodshed and crime, leaving behind an innocent person caught in the web of circumstantial evidence.

"Come on, Mouse," said Bilge hurriedly. "We gotta move quick to reach Tarepo's schooner before she leaves her dock."

As, a few minutes later, he swung along the road at Bilge's side, with Sambo trotting in their wake, Larry put a question. "What'll we do if the schooner is gone?"

Bilge broke into a run. "We'll go to the consul's and ask him to get the chief of police. He ought to have a motor boat that can overtake that schooner."

The schooner, however, was still there. As the two slowed down in the shadow of the trees along the quay they saw that the line of island vessels lay as before, at their moorings.

"We gotta be mighty careful," whispered Bilge. "One of us better beat it over to the consul's and get help. If we try to capture that feller alone and fail we won't have any proof that a stowaway was aboard – and then where'll the skipper be! But if we get the police and the consul they'll see for themselves. We've got to show Traynor's hand, too, in this affair, Mouse; otherwise Captain Williams will still be in a mess."

"Let me go, Bilge. I'll bring help."

The other shook his head. "They might not take a kid's word for this. There's time for me to go; that schooner isn't ready to shove off yet. You stay here and watch."

Larry identified the schooner without difficulty; his eyes approved every inch of her forty feet of trim length from her

shapely prow to her stern with the words *Taunoa of Papeete* painted across it. From the way she sat in the water the boy judged that the little craft was heavily loaded; moreover, on her decks, both fore and aft, were mounds of cargo piled nearly as high as the roof of the little cabin amidships.

"Hurry, Bilge," Larry urged. "I'll stay here and watch."

"You and the barnacle dog can play around without anyone getting wise. Just see if anybody goes on her. Maybe the canoe will come right in here to put that feller aboard."

Bilge started down the road, then, stopping uncertainly, turned about and came back. "Look here, Mouse, maybe youse better have this automatic. Put it in your pocket, but don't use it unless you get in a pinch. It's loaded."

"Sure thing." The boy took the cold steel in his hand and gingerly thrust the weapon into his back pocket.

Without another word his companion departed. Larry seated himself at the base of a tree, his back against the trunk. Behind him the road stretching along the quay was almost deserted. It must be nearly midnight, he knew. A sound from the roadway brought him to attention. Turning his head he saw two men emerge from the lighted cafe opposite and walk quickly toward him. One was the chief engineer and the other was a tall man, his bulky figure clothed in white trousers and shirt. Could it be the half-caste Tarepo?

A swift feeling of anger swept over Larry at sight of the chief engineer. Mr. Traynor had played his hand with an assurance that so far had met no interference. With clenched fists, Larry rose, still standing close to the tree that spread its branches over the edge of the lagoon. He watched the two men make their way up the gangplank to the deck of Tarepo's boat and then disappear into the little cabin amidships. If he could only get aboard and hear what they were discussing!

Quickly he glanced around him. On the grassy turf a little distance to the right two outrigger canoes lay bottom up near the shore. Evidently these natives had no fear of thieves. Would a paddle be underneath? Swiftly he moved down the beach until he came to the first canoe. It was a dugout, with a wooden runner set out about three feet from one side. He was disappointed, however, when his search failed to disclose an oar of any kind under it.

Without delay he turned to the next. At that moment Sambo came racing to see what he was doing. "Quiet, black boy," Larry whispered. His heart leaped. Two paddles lay on the ground beneath the overturned canoe. A plan only half outlined in his mind now took form. He'd paddle around to the prow of the Taunoa and listen to what was being said in that cabin.

It took all his strength to turn the dugout over; but once this was accomplished, it slid easily and noiselessly down the slope into the water. Sambo started to whine as he saw his master step into the water. "Stay there!" Larry said softly. "I'll be right back."

(To be concluded)

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Two Young Scientists Win Scholarships

SEVENTEEN - YEAR - OLD Marilyn Rohrer and sixteen-year-old Jules Kernen may call themselves "lucky" to be top winners of the annual Westinghouse Science Talent Search. But actually luck has nothing to do with the selection of two young scientists to receive four-year $2,400 Westinghouse Science Scholarships.

Both Marilyn and Jules would agree that a great amount of hard work and serious study went into their preparation for the finals held in Washington this month. And they faced stiff competition among the 38 other finalists from 14 states who attended the five-day Science Talent Institute in the nation's capitol.

Marilyn, nicknamed "the brain" by her fellow finalists because of her career plans to become a brain surgeon, brought along and demonstrated an 80-pound exhibit containing 33 brain specimens. As one of the qualifying hurdles in the Science Talent Search, she had previously written a 1,000-word essay discussing the anaesthetic, pentothal sodium, which is injected into the blood stream in the arm.

While a serious student of science, Marilyn has her lighter side. In Elizabethtown (Pa.) High School, her fellow students will tell you that she plays a "hot trumpet," including Harry James arrangements.

Jules, a student at Southwest High in St. Louis, Mo. and president of the St. Louis Junior Academy of Sciences, has been working for two years preparing and studying paleobotanical specimens. Last summer he made an ecological survey of a three-acre open area in St. Louis and classified 245 species of plants and animals. He has experimented with the influence of various types of soil on the development of flowering plants and also with nutritional deficiencies. In the future Jules plans to do medical research into the causes of cancer.

Additional Awards

Eight other teen-age scientists received four-year $400 scholarships and thirty more were awarded one-year scholarships of $100 each.

Among the big thrills for the 40 finalists in Washington were addresses by Dr. Lise Meitner, internationally-noted physicist, and Dr. Bart J. Bok of the Harvard Observatory, a trip to see Carnegie Institution's 60-inch cyclotron, and a visit to Congress to hear discussion of the National Science Foundation bill. But, of course, the biggest thrill was the dinner at which the scholarship awards were made.

HOW TO PITCH

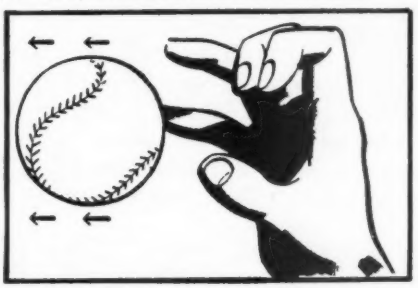
THE KNUCKLE BALL

by

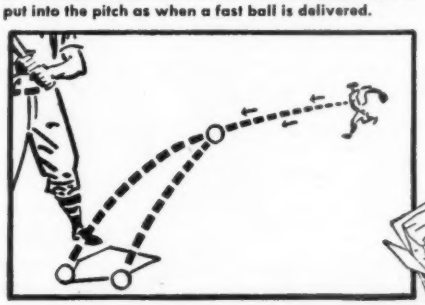
"DUTCH" LEONARD

Famous Knuckle Ball Pitcher of the Washington Senators

● **There are several ways to hold the knuckle ball. The easiest one to control is held with the tips of the index and middle fingers. The ball is held loosely with little pressure by the thumb or third and fourth fingers.**



● **In releasing the ball the fingers and wrist should remain stiff. Because no spin is applied, the ball barely revolves *and "floats" toward the batter.* The same effort is put into the pitch as when a fast ball is delivered.**



● **Not even the pitcher knows how the knuckle ball will break. Dirt taken up by the seams may cause greater resistance on the left side of the ball for one pitch and on the right side of the ball for another pitch. *The knuckler is a "freak" pitch and should not be used without the advice of your coach.***

● "If you're going to be a pitcher you may as well know it's no easy business," says "Dutch" Leonard. "It takes about all you've got to work a full game. So on the days it's my turn on the rubber, I often have an extra helping of Wheaties at breakfast time. Those whole wheat flakes hand out good nourishment to help get your breakfast off to a fast start. Yes, I'd say Wheaties are important eating for any ball player—and I'm including you right along with the big league stars."

"Breakfast of Champions"

WITH MILK AND FRUIT

●

"Wheaties" and "Breakfast of Champions" are registered trade marks of **General Mills, Inc.**

Complete pitching instruction **in "Want to be a Baseball Champion?" by baseball professor Lew Fonseca. Includes special pitching tips by champions Bob Feller, Bucky Walters. The back of your Wheaties package tells you how to get your copy of this authentic 32-page baseball manual.**

BUILDERS OF AMERICA

WILLIAM KELLY (1811-1888)

Pioneer Steel-Maker

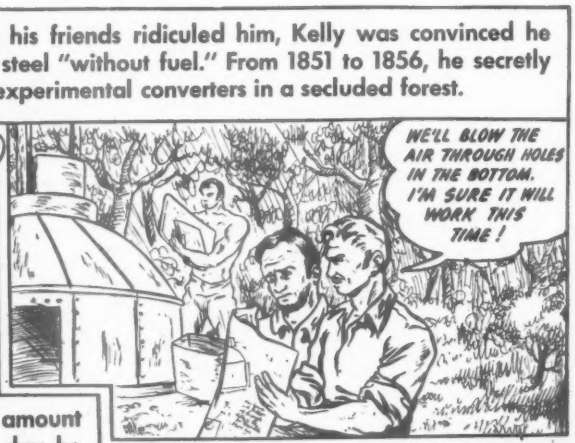
WITHOUT abundant cheap steel, the world could not have huge merchant ships, railroad networks, and air fleets. The process for quickly and cheaply converting pig iron into tough, elastic steel was stumbled on by William Kelly, a native of Pittsburgh, Pa., in 1850.

It was from an Englishman, Sir Henry Bessemer, who made the same discovery a few years later, that the world first learned of the "air-boiling" method. Bessemer was granted a United States patent in 1856. The next year Kelly proved that he made the discovery first and was declared the original inventor. But Bessemer's name was used to describe the process even in the United States.

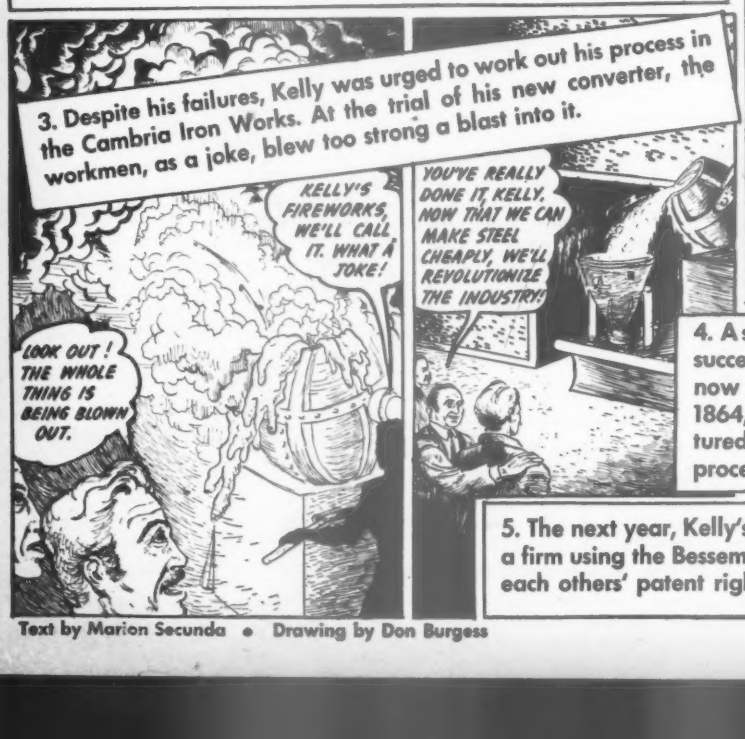
Bessemer reaped most of the fame and fortune, while Kelly's part in introducing modern steel-making was not recognized until recently.

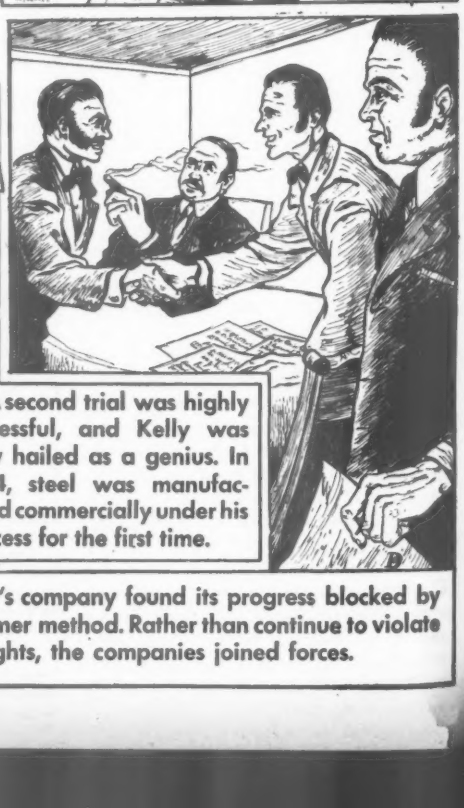
1. Kelly, a kettle manufacturer, worried about the large amount of fuel he had to use in producing wrought iron. One day he noticed an amazing effect when an air blast hit the molten iron.

2. Although his friends ridiculed him, Kelly was convinced he could make steel "without fuel." From 1851 to 1856, he secretly built seven experimental converters in a secluded forest.



3. Despite his failures, Kelly was urged to work out his process in the Cambria Iron Works. At the trial of his new converter, the workmen, as a joke, blew too strong a blast into it.


KELLY'S FIREWORKS, WE'LL CALL IT. WHAT A JOKE!
LOOK OUT! THE WHOLE THING IS BEING BLOWN OUT.
YOU'VE REALLY DONE IT, KELLY. NOW THAT WE CAN MAKE STEEL CHEAPLY, WE'LL REVOLUTIONIZE THE INDUSTRY!



4. A second trial was highly successful, and Kelly was now hailed as a genius. In 1864, steel was manufactured commercially under his process for the first time.

5. The next year, Kelly's company found its progress blocked by a firm using the Bessemer method. Rather than continue to violate each others' patent rights, the companies joined forces.

Text by Marion Secunda • Drawing by Don Burgess

What's New

Cats Shatter False Teeth Business

Two dentists recently transplanted tooth buds of week-old kittens to the mouths of full-grown cats. In a few weeks, the buds grew to full-sized teeth. The dentists predict that it may be possible to extract buds from the over-crowded gums of children and transplant them into the mouths of toothless adults. A bit rough on the false teeth business! *A.M.*

Oh, Dat Golden Road!

Maybe the roads in heaven are paved with gold bricks, but heaven has nothing on New Guinea. According to reports, the most expensive highway in the world at present is a 2-mile stretch of road through the jungles of New Guinea. In their hurry to get the road through, the engineers tossed every kind of rock they could find into their rock crushers. Only when the highway dried and sparkled in the sun did they realize that a million dollars worth of gold ore had been used as a surfacing material. *L.F.*

Highway to the Future

While we're talking about roads, we might as well tell you what to expect in your highways of tomorrow. Giant mirrors above the crest of a hill will reflect traffic coming up the other side. Lights installed in curbs will illuminate tricky highway shoulders. "Talking roads" will warn motorists of special hazards; this unique feature is achieved by inserting narrow ridges or panels in the road. A tire rolling over a ridge acts like a needle on a phonograph record. If you travel too fast, photoelectric cells will compute your speed and flash it on a roadside bulletin board.

Clip Comb

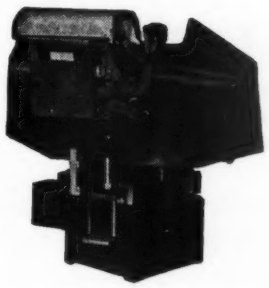
And we hear there's a new comb that trims your hair as it combs. A little risky, we'd say, for those gals who comb their locks every ten minutes. *J.A.*

The Magnetic Medicine Man

You can now be cured with a magnet – provided your troubles are purely metallic. A doctor recently proved this theory when he used a powerful new magnetic alloy to retrieve a bobby-pin lodged in a child's stomach. He used a fluoroscope to direct a magnet down the bronchoscope tube while he probed for the pin. Entire operation took 30 seconds.

— ALLEN ALBRIGHT

WRIGHT BROTHERS' *KITTY HAWK* FIRST AEROPLANE TO FLY



THE *Link*
FIRST TRAINING DEVICE TO *SIMULATE* AIRPLANE FLIGHT

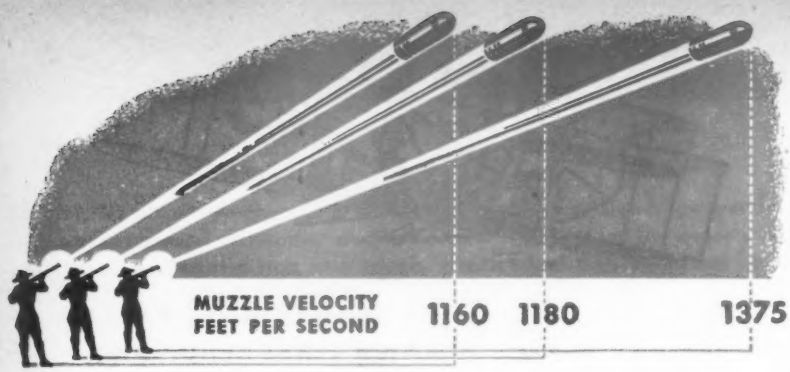
Take a ride in the LINK and you'll learn more about *modern* airplane flight than if you could take the controls of the famous "Kitty Hawk"! For the LINK has kept pace with aviation for the past twenty years. Earth-bound, it is amazingly flight-like.

Standard training device of the Air Forces and the airlines, the LINK reproduces with remarkable and scientific accuracy practically all the characteristics of a modern plane in flight. In it you learn to climb, bank, glide—how to avoid stalls, how to keep "on the course" in darkness and weather, how to reach an airport guided by radio and instruments alone.

Soon Link training will be available to every air-minded man and woman, girl and boy. And when you learn to fly your own plane, your time in the Link will prove invaluable.

Link Aviation Devices, Inc., Binghamton, New York. Makers of Link Trainers, Crew Navigation Trainers and other devices contributing to the safety of flight.

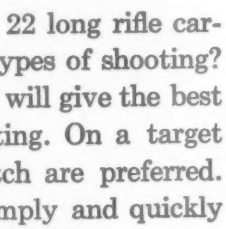
***Link training is your first step into the* FLYING AGE**



HOW FAST IS 'Fast as a Bullet'?

Did you know that the speed of each 22 long rifle cartridge is expertly figured for various types of shooting? Western Super-X long range cartridges will give the best results for small game and pest shooting. On a target range, Western Xpert and Super-Match are preferred. All this information is given to you simply and quickly in the SMALL BORE RIFLE HANDBOOK.

FREE Don't miss getting your copy. Write right now—address Dept. G1 . . . Western Cartridge Company, East Alton, Ill., Division of Olin Industries, Inc.



To place your shots right where you want them to go you must have accurate ammunition to do it—the kind of accuracy and performance you get in every Western 22 cartridge.

Western
WORLD CHAMPION AMMUNITION

DIVISION OF OLIN INDUSTRIES INC.

CARTRIDGES • SHOT SHELLS • TRAPS AND TARGETS

Sharps & Flats

Good ## Better ### Best

Ahoy, all you with salt in your blood and your heart aloft in the rigging! This two-record album is for you. ##Paul White's *Sea Chanty* for harp and strings (Columbia) with Edna Phillips on the harp. You've probably sung the swaggering *Blow the Man Down*, the nostalgic *Tommy's Gone Forever*, and the rollicking *O Wake Her, O Shake Her!* Mr. White takes these tunes that used to swell the breeze above the work decks of the old clipper ships and weaves them into a chanty that belongs in the fast growing collection of American folk music. Edna Phillips and her harp are on the right tack.

###*Sonata in E* (Victor) by Wanda Landowska on the harpsichord and Yehudi Menuhin on the violin. Some people say that, in listening to music, you learn to like Bach last. We liked Mr. B. right off the bat. And maybe you will too. At any rate, Miss Landowska is *tops* among Bach interpreters. And since Mr. Menuhin is her sidekick here, put the needle down and listen.

###*My Mother Bids Me Bind My Hair* (Victor) by Marion Anderson. This is a little song that could have been a pop tune in Haydn's time. Sung by such a great lady, it's still popular with us. ###*She Never Told Her Love* on the reverse — another Haydn-Anderson combine with Bill Shakespeare contributing the lyric. Sad song, but very happy performance!

Popular:

#*March of the Toys* (Majestic) by Majestic Concert Orchestra. A lively rendition of the Victor Herbert classic. Orchestra could use a little more brass.

##*Blue* (Majestic) by the five De Marco Sisters with Bud Freeman's Orch. A slow Marco time, with good close harmony and a steady beat.

#*Prove It by the Things You Do* (Columbia) by Frankie Carle's Orch. The old king Carle of the 88 proves ordinary by the things he does.

#*9:20 Special* (Columbia) by Harry James Orch. A tune with a strong beat and two pretty good sax riffs. Harry sugars up #*Ain't Misbehavin'* on the other side.

#*Tell It to a Star* (Decca) by Charlie Barnet Orch. Tell it to Sammy Kaye.

#*Harriet* (Columbia) by Gene Krupa Orch. A novelty Western with Buddy Stewart and Anita O'Day on the vocal. We'll stay East

King of the Milers

"LES MacMITCHELL is at it again!" That's No. 1 on the hit parade in the track world. After a three-year stretch in the Navy, Les is back winning every mile race in sight. He is king of the milers.

Les was born in New York City, and has lived there all his life. At the age of seven, a severe case of diphtheria laid him up for four months. The doctor feared he would never walk again. But Les fooled 'em.

He started running at George Washington High School. After a season on the relay team, he blossomed out as a distance star. He set national records in the 1000-yard run and cross-country.

In the mile, the road to fame was rockier. He was defeated six straight times before he won a race. After graduating in 1938, he enrolled at New York University. In the next four years, he won more medals than a Hollywood star in a war picture.

Besides cleaning up in the mile, he went on to become one of the greatest cross-country runners (six miles) in our history. He ran in 40 of these races -- and never lost one!

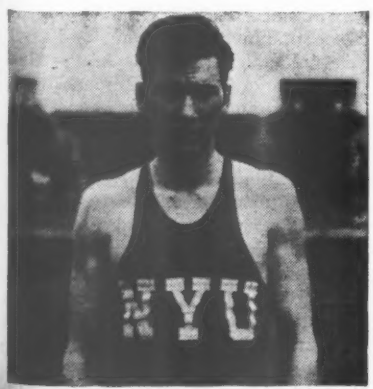
Doctors say the secret of his success lies in his very low heart-beat. The normal heart beats about 72 times a minute. Les' rate is 38!

The mile king is 25 years old, stands 5 feet 11 inches, and weighs 158 pounds. Tall, dark and handsome, he is also strictly in the groove in the brains department. At N. Y. U., he had a 90 per cent scholastic average.

His greatest thrill came on the last day of 1941 when he was awarded the James E. Sullivan Memorial Trophy as the outstanding amateur athlete of the year. That was the year he tied the world's indoor mile record of 4 minutes 7.4 seconds.

Our experts give him an even chance to win the Olympic title in 1948.

— HERMAN L. MASIN, *Sports Editor*



Les MacMitchell — King of Milers.

It's All in the Family

John D. Rockefeller is famous as the man who calmly signed checks for a million dollars. Yet, he was almost miserly in his personal habits. His clothes concerned him little, if at all. One suit had a big patch on the coat, and a bright shine on the pants.

"What's wrong with this suit?" he asked crankily when a friend urged him to discard it.

"Everything," said the friend. "Your father would be ashamed of you. You know how neatly he used to dress."

"But," protested Rockefeller triumphantly, "I'm wearing a suit of my father's right now."

Bennett Cerf

Starchy Story

An Idaho potato married a Long Island potato. Pretty soon they had a little sweet potato. When the little sweet potato grew up, it said, "Mama, I want to marry Lowell Thomas."

But Mama replied: "You can't marry Lowell Thomas. He's a commentator."

Long Island Railroad Bulletin

Wrong Queue

Lines in London, waiting to buy foodstuffs and other scarce commodities are longer than ever, if possible. But there are queues *and* queues.

After a wedding recently there were quite a lot of people lined up to kiss the bride. Finally the bride found herself being kissed by a small nondescript man who was a stranger to her.

"Why are you kissing me?" she demanded. "I don't know you."

"Well, I don't know, Miss," replied the little man, "when I got into this queue I thought it was for razor blades."

New York Times

What's the Diff?

Several GIs, newly released from the Army, are in freshman English class at Notre Dame. A rapid review of grammar has brought frowns to many faces.

"It's so long since we've had anything like this, I doubt that we can get it," one lad said.

"Well," said the prof, "after all you fellows have been through, this should be nothing. A dangling participle isn't as formidable as a Nazi with a machine gun."

"True," the lad replied, "but at least we knew what to do with the Nazi."

Dale Harrison, Chicago Sun

New Composer?

In a music appreciation class the final portion of the *William Tell* overture was being played.

"Now what is the name of the piece and who wrote it?" the teacher asked.

Came a voice from the back row: "*The Lone Ranger* by Cheerios."

In Tune

"Who were the pilgrims?" asked the teacher.

"They were an orchestra," answered a bright pupil.

"Where did you get that idea?" the teacher wanted to know.

"Well," answered the pupil, "my history book says that a band of pilgrims landed on Plymouth Rock."

It's no secret that Louisville Slugger Bats account for practically all of Baseball's hits, for the greatest players of all time have made their records with these famous bats. To make every ounce of power count — you too can count on a LOUISVILLE SLUGGER! Ready soon! The 1946 Famous Slugger Yearbook — full of interesting information and records on the past season. Ask your LOUISVILLE SLUGGER dealer or send 5c to Dept. S-32.

HILLERICH & BRADSBY CO., INC.
Louisville 2, Ky.

WOW!! $10.00 WORTH OF FUN — ONLY 10¢!

500 foreign stamps, unsorted and unpicked, just as received from church missions, other sources. Africa, So. America, Australia, China, Philippines, Free French, and other countries. Includes few commemoratives, airmails, and stamps cataloging up to 25c or more each! Biggest value in stampdom—and you might find something really valuable! Price only 10c to serious approval applicants! Money back if not delighted.

JAMESTOWN STAMP CO., Dept. 12, Jamestown, New York

STAMPS—VALUED UP TO 50¢ & 75¢ EACH

CLASS OFFICERS

Pins, rings and emblems. Over 300 designs. Finest quality. Reasonable prices. Pins, 10c up. Write today for free catalog. Dept. P Metal Arts Co., Rochester, N. Y.

SENIORS: Sell your classmates America's largest and most complete line of Modern GRADUATION NAME CARDS. Positively highest commission. Lowest prices. Free cards and sample kit. Write today to PRINTCRAFT, 1423 E. Elm St., Scranton 5, Pa.

Marlin brings to sportsmen, through this series of advertisements, interesting facts on gun-making—to enhance appreciation of fine sporting firearms and to encourage their thoughtful handling and care.

BARREL-MAKING—A FINE ART...The barrel gives rifle and shotgun their accuracy. The steel used, the science and skill with which the barrel is made vitally affect the life and safety of the firearm as well. Barrel-making is a fine art of manufacture as you will see.

STEEL... Special-analysis steel, developed by metallurgical engineers to withstand proof loads 150% of normal pressure is the "raw material" of a Marlin barrel.

BORING... The solid steel bar is bored through its length with special cutting tools.

TURNING...Cut to length, the special steel bar is turned on a lathe to proper diameter. A continuous "taper" is turned on rifle barrels to make for scientific strength distribution and "balance." Barrel is then highly polished and blued.

Rifling a Marlin Barrel

ALIGNMENT of Marlin barrels touches a peak in the art of gun-making. Only one in hundreds of craftsmen has the "eye" for this delicate job. Marlin barrels are aligned at three separate times in the process of manufacture. Final alignment is the most exacting and gives the barrel its high potential of accuracy.

RIFLING... The Ballard rifling—which has long been a prime factor in the accuracy of Marlin Rifles—is done with specially-designed cutting tools. The operation is in charge of highly skilled craftsmen.

Aligning Marlin Barrels

(The next advertisement will reveal more interesting facts on fine gun-making.)

THE Marlin
FIREARMS CO.
NEW HAVEN, CONNECTICUT, U. S. A.

SEE MARLIN 1946 MODELS ON DISPLAY AT YOUR DEALER'S

world WEEK

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Czechoslovakia

(Concluded from page 15)

For its size (slightly larger than New York State), the landlocked country is highly industrialized, and has much coal and iron. Skoda steel (made in Pilsen) and Bohemian glass are famous throughout Europe. Industries and businesses were privately owned before the war.

In the last few months, this economy has been turned upside down by the Czechoslovakian government's socialist policy. In addition to taking over without payment all hostile German and Hungarian property, the government has taken over all foreign industries (the U. S. had about $30,000,000 invested there) and will pay the foreign owners. All businesses employing over 500 persons will be owned and run by the government.

Politically, Czechoslovakia is trying to steer a middle course between Russian communism and Anglo-American democracy. Benes and Foreign Minister Jan Masaryk (son of Thomas) were among the first statesmen to see that, to survive, any neighbor of the U.S.S.R. must be friendly with Moscow. Czechoslovaks do not count on France or Britain for military support, since those countries let Hitler grab Czechoslovakia.

Today Communists head the top government ministries of the Interior (police), Information and Education. The fairly conservative Agrarian party, once the largest, is banned as "collaborationist." The Information Minister says Czechoslovakia will associate itself with the new Russian 5-year plan, and Czech uranium is all going to Russia. Yet, unlike other regions in the Russian sphere of influence, Czechoslovakia is not a communist nor a police state. There is freedom of speech.

Four selected political parties exist in a National Front government—Benes' National Socialist party, pro-Russian Prime Minister Zdenek Fierlinger's Social Democratic party, deputy Prime Minister Klement Gottwald's Communist party, and deputy Prime Minister Monsignor Jan Sramek's Catholic party. This government is trying to tread a middle path between east and west and to keep Czechoslovakia eastern Europe's most progressive state.

HEY, SMALL TOWNERS!

What's that we heard you say about your home town? We want to know. On May 13, *Scholastic Magazines* will publish a special issue on SMALL TOWNS.

If you live in any town of less than 10,000 population, we want to hear what you have to say. Just write us a letter — not less than 200 words, not longer than 500 — on "WHAT I LIKE (or DON'T LIKE) ABOUT MY HOME TOWN." This letter will enter you in *Scholastic Magazines'* SMALL TOWNS Contest. But you'll have to hurry! The contest closes on April 1.

What's good or bad about your small town? Why do you prefer to live there (if you do)? What would you change about it if you could? Whatever you think, set it down honestly, giving facts and examples as well as your own opinion.

For the best letter, *Scholastic Magazines* will pay $25 in cash. For the second best, $15. For the third best, $10. For the next ten, $2 each. The Editors of *Scholastic Magazines* will be the judges. Their decisions are final. Address: SMALL TOWNS Contest, Scholastic Magazines, 220 East 42nd St., New York 17, N. Y. Your letter must carry your name and address, the name of your school, grade and teacher, and the name and population of your town. Results will be announced in the May 13 issue.

"BOY! YOU REALLY MOVE IN KEDS"

SPEEDY? Keds certainly are! They're the athletic shoes champions wear for all kinds of sports. For fast starts and quick stops, Keds are sure-footed. And for all day wear—hiking with the gang, or just foolin' around, you'd hardly know you have on shoes. Like going barefoot—without stubbed toes, cuts and bruises. Keds Scientific Last gives you toe room, so feet can develop healthfully. All Keds are made with cool-breathing uppers and are washable with non-marking soles.

Genuine "U.S." KEDS are made only by United States Rubber Company Look for the name

KEDS SHOCK-PROOF ARCH CUSHION
(in certain styles) absorbs jars and jolts—helps avoid over-strain and muscle fatigue. A feature famous for years.

KEDS SCIENTIFIC LAST
is designed to fit growing feet. Gives straight-line toe action. Barefoot freedom with protection.

HYGIENIC KEDS are kept clean and odorless—the right way. Plain soap and water.

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The Shoe of Champions

SERVING THROUGH SCIENCE

UNITED STATES RUBBER COMPANY

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When Travel

IS A FAMILY AFFAIR!

First thought, safety—and there's no safer travel than train! Next, cost—and here no one need sacrifice modern comfort to save dollars. For in addition to its great fleet of all-Pullman and Pullman-and-coach trains, the Pennsylvania Railroad provides such famous *all-coach* trains as . . . *The Trail Blazer*, New York-Chicago . . . *The Jeffersonian*, New York-St. Louis . . . *Liberty Limited* (*second section*), Washington-Chicago . . . *The South Wind*, Chicago-Miami . . . *The East Wind*, Washington-Maine, in summer season. With reserved individual reclining seats, observation-lounge car, radio, popular-priced meals among many features. At your Pennsylvania Railroad ticket office you will find pleasant, experienced aid in helping you personally to plan delightful tours.

PENNSYLVANIA RAILROAD

Serving the Nation

today . . .

The Streamliner # City of San Francisco

pacemaker for trains to come

A sleek golden yellow streamliner glides out of Chicago, and another out of San Francisco. In one day and two nights these famous Overland Route trains span two-thirds of the continent . . . over the Rockies . . . skimming across Great Salt Lake on the spectacular Lucin Causeway . . . through Reno and over the High Sierra. These are the finest, fastest trains between Chicago and San Francisco.

If you have ridden the Streamliner *City of San Francisco*, you remember the gliding speed, the spacious cars and luxurious sleeping rooms, the superb food and service. It is like a fine hotel, on wheels.

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